PS

THE PREVENTIVE MAINTENANCE MONTHLY

1954 Series
Issue 26

"WHO WAS CLEANING WITH GAS?"

Special Feature
STOCKING ORD REPAIR PARTS
see pages 2-16

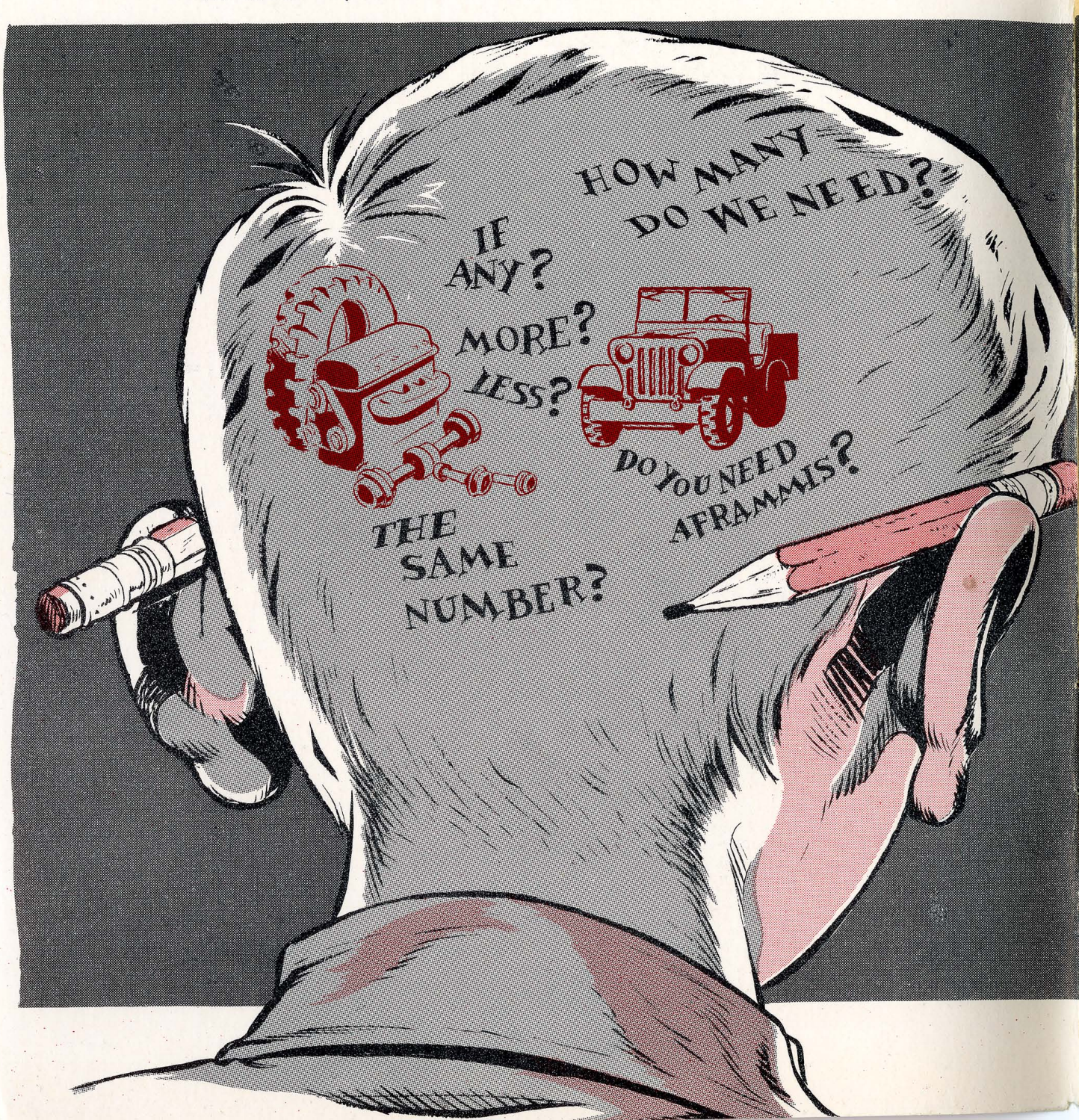
The time has come when you use your good ol' records and usage experience instead of a book to tell you exactly how many of which items you stock in your supply room.

That's right—your stocks are based on actual demand for parts.

You only use Ord 7 SNL as a guide. You don't need to stock everything it lists. 'Course, you'd start out with a full load, but as time goes by and you see you need fewer of some items (maybe none), you can reduce your stocks or drop some completely.

And it's just as legal as all get-out. Just bounce your eye-balls over SR 711-15-5 (15 Jan 54).

For all the scoop on how this new system works see page 2.



JUST USE YOUR NOGGIN AND RECORDS

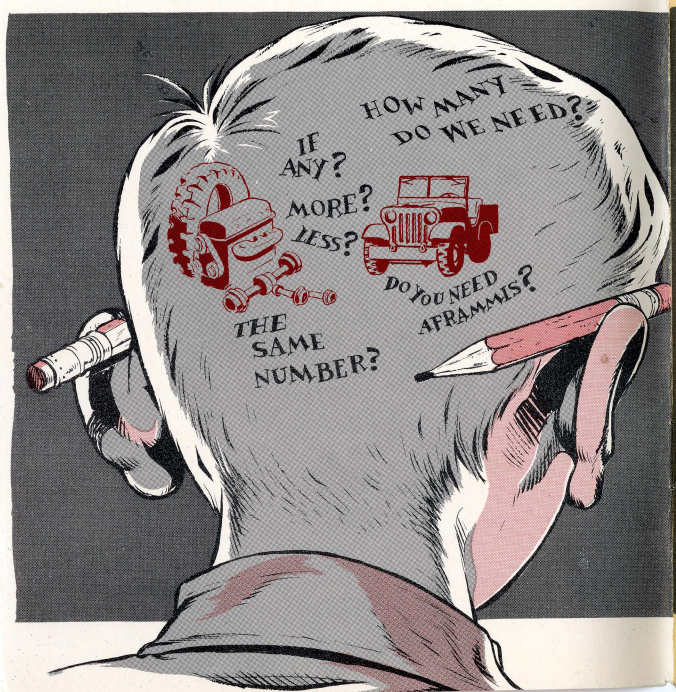
The time has come when you use your good ol' records and usage experience instead of a book to tell you exactly how many of which items you stock in your supply room.

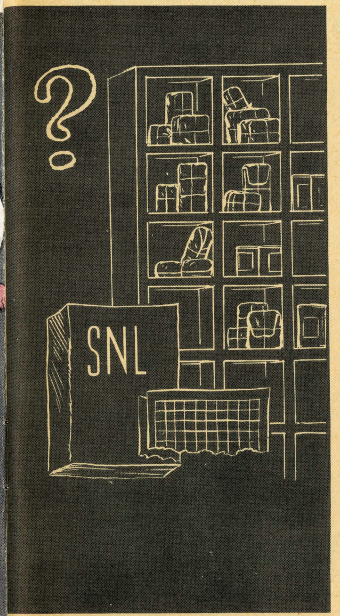
That's right—your stocks are based on actual demand for parts.

You only use Ord 7 SNL as a guide. You don't need to stock everything it lists. 'Course, you'd start out with a full load, but as time goes by and you see you need fewer of some items (maybe none), you can reduce your stocks or drop some completely.

And it's just as legal as all get-out. Just bounce your eye-balls over SR 711-15-5 (15 Jan 54).

For all the scoop on how this new system works see page 2.





IN THIS ISSUE

Issue No. 26 1954 Series

FEATURE ARTICLES

Stockin' Ordnance Repair Parts	2
M1 Rifle Care Comics	21
Jeep Dipstick & Oil Filter Switches	29
New Cleaning Rod For M1 Rifle	33
Small Arms Ammo	24
M33 Fire Control Tricks	36
How're You Fixed For Blades (Engineers)	41

DEPARTMENTS

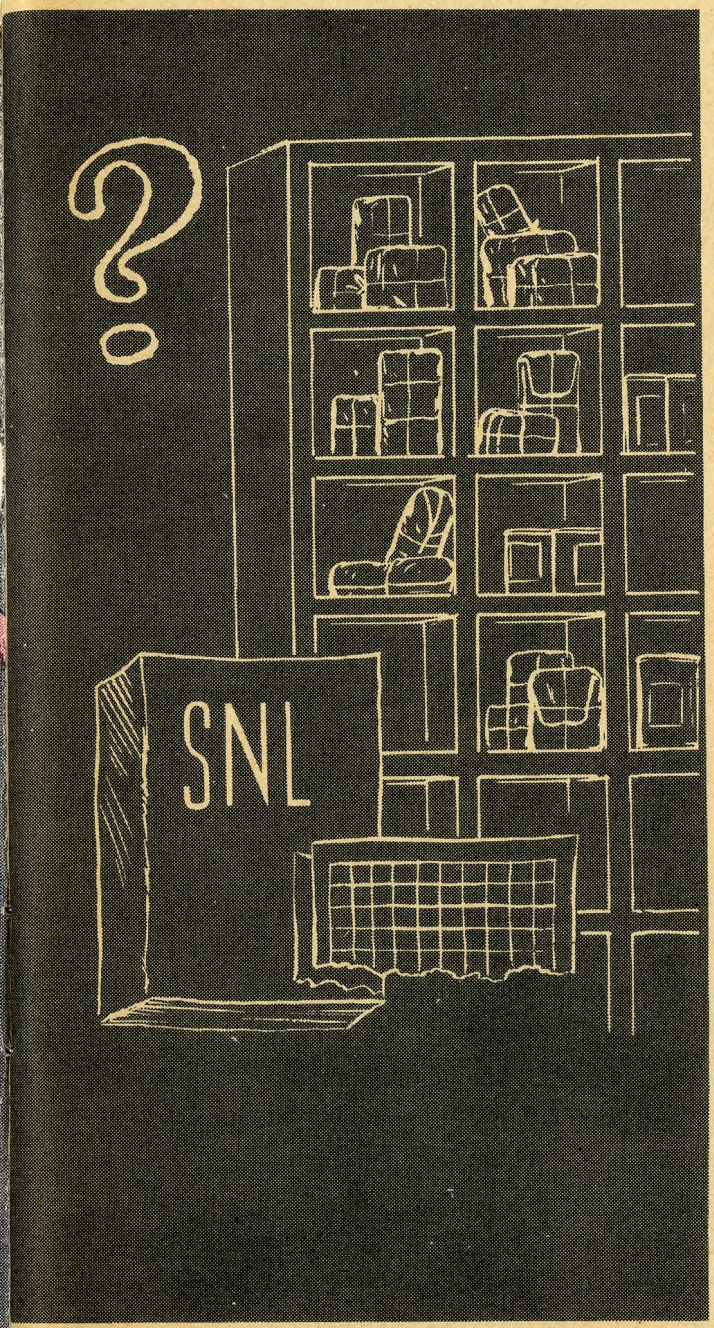
Connie Rodd	17
Half-Mast	30
Armament	33
Supply and Directives	38
Publications Scoop	39
Engineers	40
Contributions	44
Connie Rodd's Briefs	48

PS Magazine wants your ideas and contributions, and is glad to answer your questions. Just write to: **Editor, PS Magazine, Aberdeen Proving Ground, Maryland.**

The printing of PS Magazine, the PREVENTIVE MAINTENANCE MONTHLY, is approved by the Director, Bureau of the Budget (4 Aug 53), and is distributed as follows: ACTIVE ARMY: Gen Staff, DA (1); SS, DA (1); Tec Svc, DA (5) except Eng (75); Ord (275); Admin & Tec Svc Bd (5); AFF (10); OS Maj Comd (5); OS Base Comd (3); MDW (5); Armies (50); Corps (3); Div (2) except Armd (100); Eng (50); Brig (3); Regt (3); Bn (4), Co (15) except Cml (8); Med (8); QM (8); Ft & Cp (5); USMA (25); Gen & Br Svc Sch (5) except Ord Sch (25); Engr Sch (100); Joint Schools (5); Specialist School (5); PMST ROTC Units (3) except Ord (25); Gen Depots (5); Sec Gen Depots (5), Depots (5), Army Hosp (5); USA Hosp (5); Other Hosp (5), RTC (100); POE (3); OS Sup Agencies (2); PG (5); Arsenals (25); DB (25); Instl Main Stu (2); Engr Div (7) Engr Dist (20), NG: Special. USAR: Special. Unless otherwise noted, distribution applies to CONUS & Overseas. For explanation of abbreviations used see SR 320-50-1.

JUST USE YOUR NOGGIN

AND RECORDS



IN THIS ISSUE

Issue No. 26 1954 Series

FEATURE ARTICLES

Stockin' Ordnance Repair Parts 2
M1 Rifle Care Comics 21
Jeep Dipstick & Oil Filter Switches 29
New Cleaning Rod For M1 Rifle 33
Small Arms Ammo 24
M33 Fire Control Tricks 36
How're You Fixed For Blades (Engineers) 41

DEPARTMENTS

Connie Rodd 17
Half-Mast 30
Armament 33
Supply and Directives 38
Publications Scoop 39
Engineers 40
Contributions 44
Connie Rodd's Briefs 48

PS Magazine wants your ideas and contributions, and is glad to answer your questions. Just write to: **Editor, PS Magazine, Aberdeen Proving Ground, Maryland.**

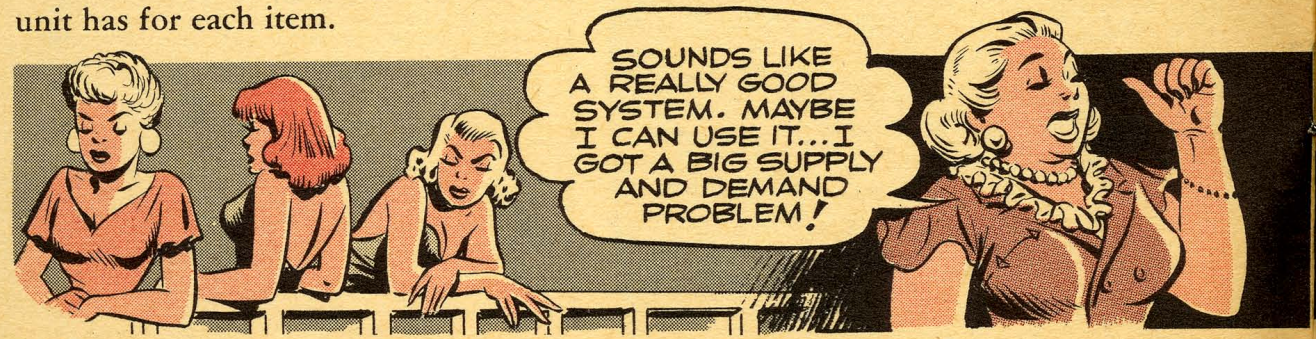
The printing of PS Magazine, the PREVENTIVE MAINTENANCE MONTHLY, is approved by the Director, Bureau of the Budget (4 Aug 53), and is distributed as follows: ACTIVE ARMY: Gen Staff, DA (1); SS, DA (1); Tec Svc, DA (5) except Eng (75); Ord (275); Admin & Tec Svc Bd (5); AFF (10); OS Maj Comd (5); OS Base Comd (3); MDW (5); Armies (50); Corps (3); Div (2) except Armd (100); Tng (50); Brig (3); Regt (3); Bn (4); Co (15) except Cml (8); Med (8); QM (8); Ft & Cp (5); USMA (25); Gen & Br Svc Sch (5) except Ord Sch (25); Engr Sch (100); Joint Schools (5); Specialist School (5); PMST ROTC Units (3) except Ord (25); Gen Depots (5); Sec Gen Depots (5); Depots (5); Army Hosp (5); USA Hosp (5); Other Hosp (5); RTC (100); POE (3); OS Sup Agencies (2); PG (5); Arsenals (25); DB (25); Cruit Main Sta (3); Engr Div (2) Engr Dist (20). NG: Special. USAR: Special. Unless otherwise noted, distribution applies to CONUS & Overseas. For explanation of abbreviations used see SR 320-50-1.

AN ORGANIZATIONAL SUPPLY MAN CAN...

STOCKIN' ORDNANCE ACCORDIN' TO

That's right. You depend on Ord 7 allowances for your initial stock . . . you draw 'em to set yourself up in business . . . but after that you rely on ***Usage Experience** to tell you exactly how much of what you're to stock. You can either raise or lower the allowance quoted in Ord 7 . . . or you can even discontinue stocking an Ord 7 item altogether.

And anybody can do it . . . 'cause all it takes to readjust stock allowances, are stock records that prove exactly **how much** or **how little usage** your unit has for each item.



***Usage Experience** (or Demand Experience) equals all the issues you make plus all the unfilled requests you have for any item during any given period.

AN ORGANIZATIONAL SUPPLY MAN CAN...

STOCKIN' ORDNANCE ACCORDIN' TO DEMAND

That's right. You depend on Ord 7 allowances for your initial stock . . . you draw 'em to set yourself up in business . . . but after that you rely on ***Usage Experience** to tell you exactly how much of what you're to stock. You can either raise or lower the allowance quoted in Ord 7 . . . or you can even discontinue stocking an Ord 7 item altogether.

And anybody can do it . . . 'cause all it takes to readjust stock allowances, are stock records that prove exactly **how much** or **how little usage** your unit has for each item.

***Usage Experience** (or Demand Experience) equals all the issues you make plus all the unfilled requests you have for any item during any given period.

SHED PROBLEMS LIKE SALLY RAND WHEN HE'S HEP TO...

REPAIR PARTS

Refreshing deal . . . no sweat, you say. OK, but before you get carried away shovin' stuff out the window, here's a warning note that should be painted in large letters all over the joint, and maybe even tattooed on your pointing finger: **"Don't cross yourself up with sloppy records."**

It's Legal

The authority that sez you can adjust stock levels according to usage experience is SR 711-15-5 (15 Jan 54)..para 34b states that "quantities of spare parts and equipment listed by Ord 7and Ord 8, Supply Manuals, are stock guides to be used in establishing initial operating levels by units, organizations and installation. Normally, allowances listed therein will not be required in the exact quantities specified after true usage factors become known. Allowances authorized therein do not necessarily have to be on hand with the exception of units that have been alerted or are on movement (overseas) orders. For such units the allowances indicated are minimum allowances and will be so carried by the units."

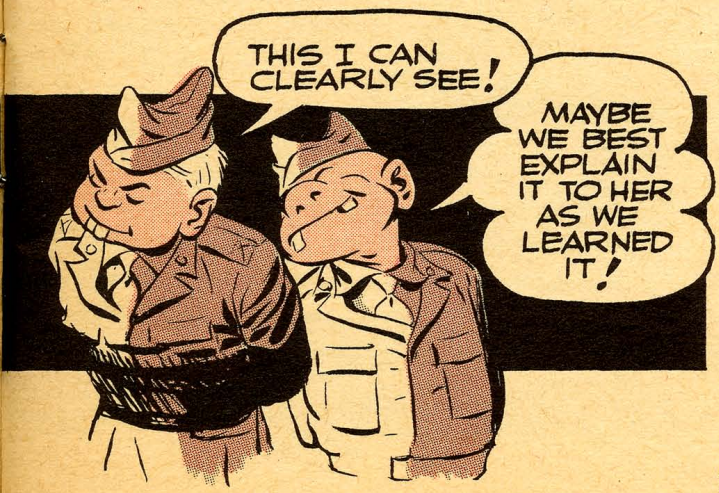
Remember—if you're alerted for overseas, make sure you have at least what Ord 7 SNL's require. You can hang on to your increased stock of any items, if your records show you had to raise the Ord allowances based on usage experience.

After you arrive overseas you can again start adjusting stock levels according to usage.

SHED PROBLEMS LIKE SALLY RAND WHEN HE'S HEP TO...

REPAIR PARTS DEMAND

Refreshing deal . . . no sweat, you say. OK, but before you get carried away shovin' stuff out the window, here's a warning note that should be painted in large letters all over the joint, and maybe even tattooed on your pointing finger: **"Don't cross yourself up with sloppy records."**



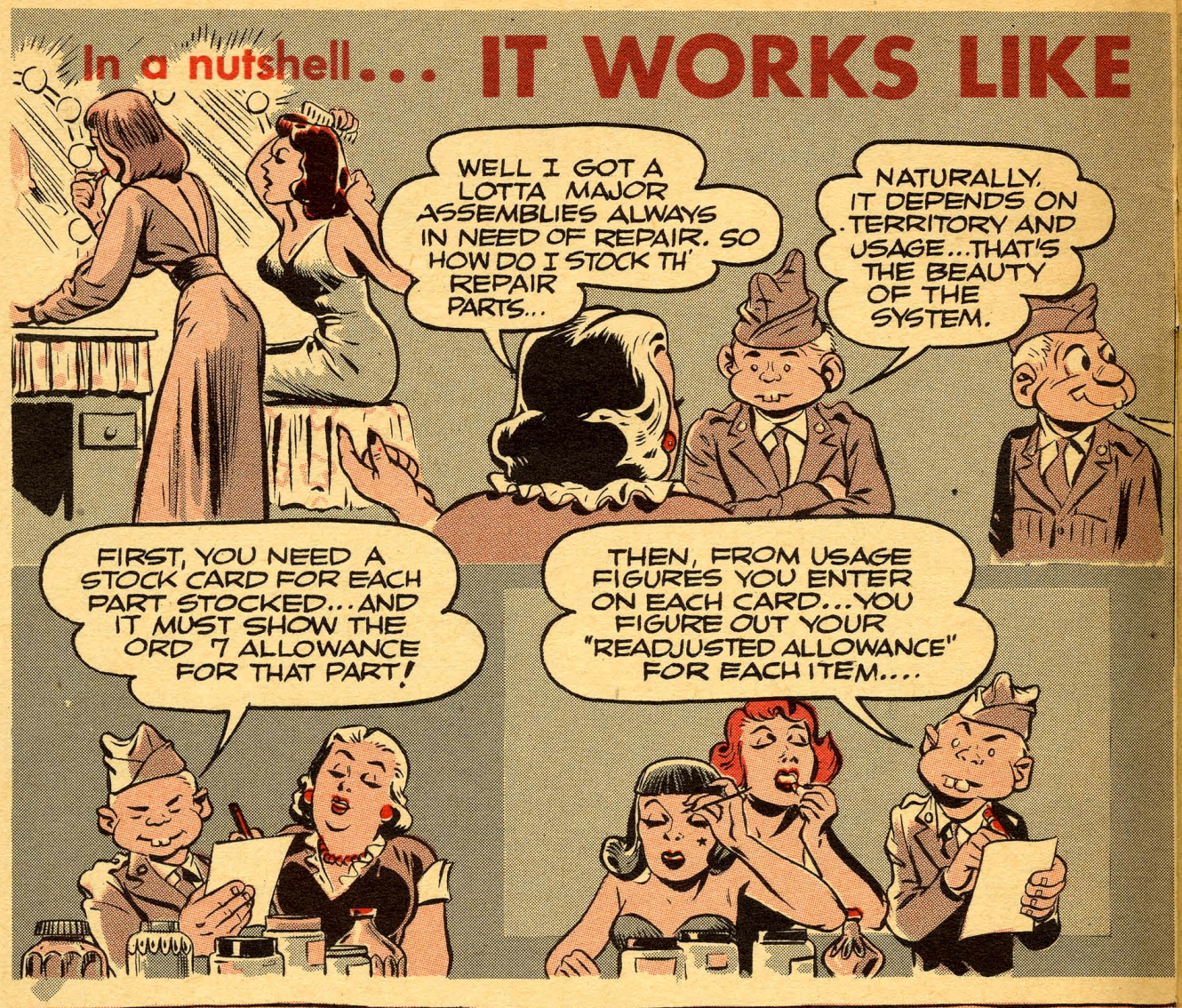
It's Legal

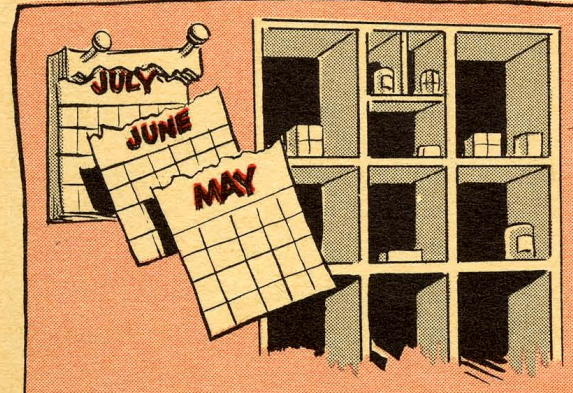
The authority that sez you can adjust stock levels according to usage experience is SR 711-15-5 (15 Jan 54).. para 34b states that "quantities of spare parts and equipment listed by Ord 7 and Ord 8, Supply Manuals, are stock guides to be used in establishing initial operating levels by units, organizations and installation. Normally, allowances listed therein will not be required in the exact quantities specified after true usage factors become known. Allowances authorized therein do not necessarily have to be on hand with the exception of units that have been alerted or are on movement (overseas) orders. For such units the allowances indicated are minimum allowances and will be so carried by the units."

Remember—if you're alerted for overseas, make sure you have at least what Ord 7 SNL's require. You can hang on to your increased stock of any items, if your records show you had to raise the Ord allowances based on usage experience.

After you arrive overseas you can again start adjusting stock levels according to usage.

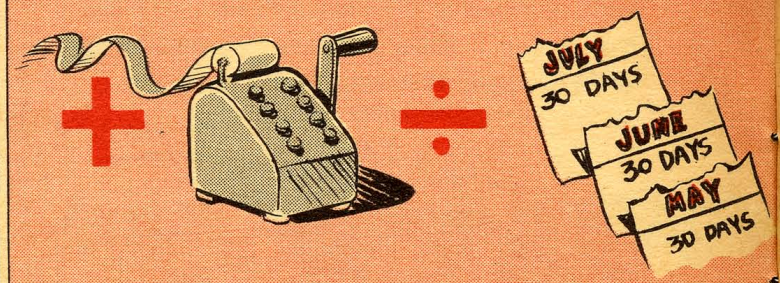
In a nutshell... IT WORKS LIKE





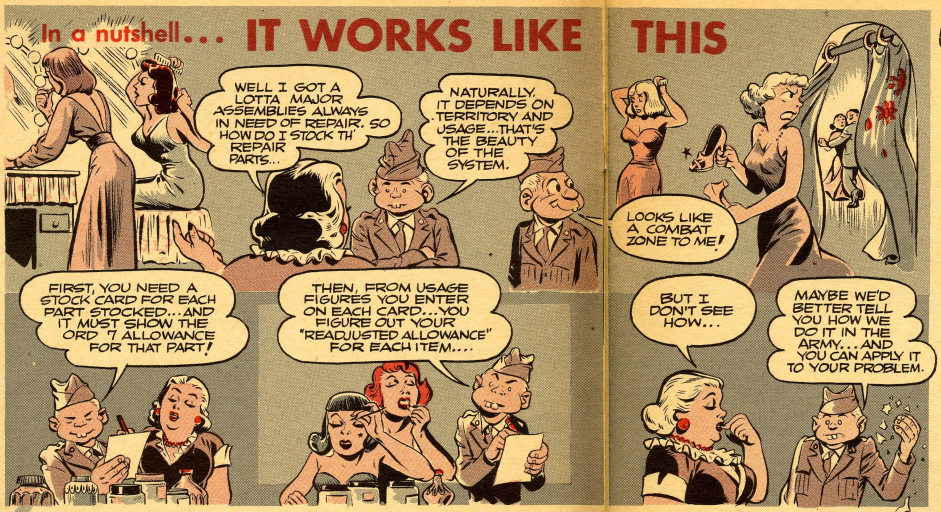
To get the Readjusted Allowance for any item for the first time, you **take an item's usage record for a specific period** (say, 45, 60 or 90 days).

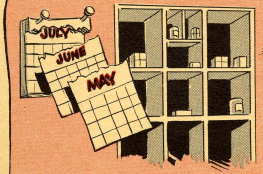
READJUSTED ALLOWANCE...



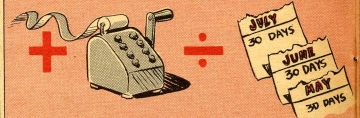
Total up the issues and/or unfilled requests you had during that time. Then divide the answer by the number of 15-day periods included in the specific period of days that you are working with — since practically all units are authorized only a 15-day stock.

In a nutshell... IT WORKS LIKE THIS





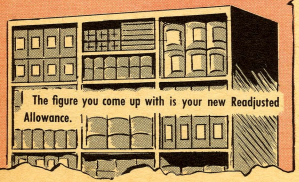
READJUSTED ALLOWANCE...



To get the Readjusted Allowance for any item for the first time, you **take an item's usage record for a specific period** (say, 45, 60 or 90 days).

Total up the issues and/or unfilled requests you had during that time. Then divide the answer by the number of 15-day periods included in the specific period of days that you are working with — since practically all units are authorized only a 15-day stock.

AND HOW TO FIGURE IT



READJUSTED ALLOWANCE

The figure you come up with is your new Readjusted Allowance.

For example, if you total the issues and unfilled requests for 45 days you divide by 3 to get your new allowance. (The 3 represents three 15-day periods.)

MAY 1st TO JUNE 15th } = 45 DAYS (OR 3 FIFTEEN DAY PERIODS)

XXXX← NEW ALLOWANCE

3] USAGE EXPERIENCE

If you want to base your allowance on the usage figures of the past 60 days, then you divide by 4. And when you choose 90 days, you divide by 6.

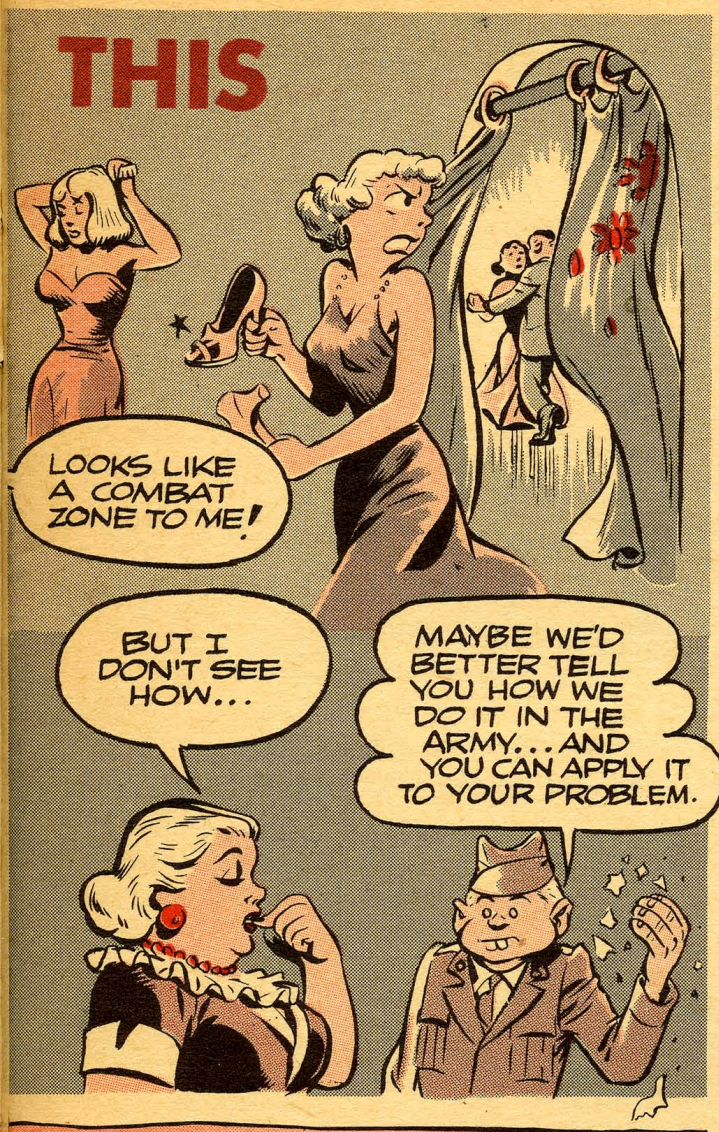
MAY 1st TO JUNE 30th } = 60 DAYS (OR 4 FIFTEEN DAY PERIODS)

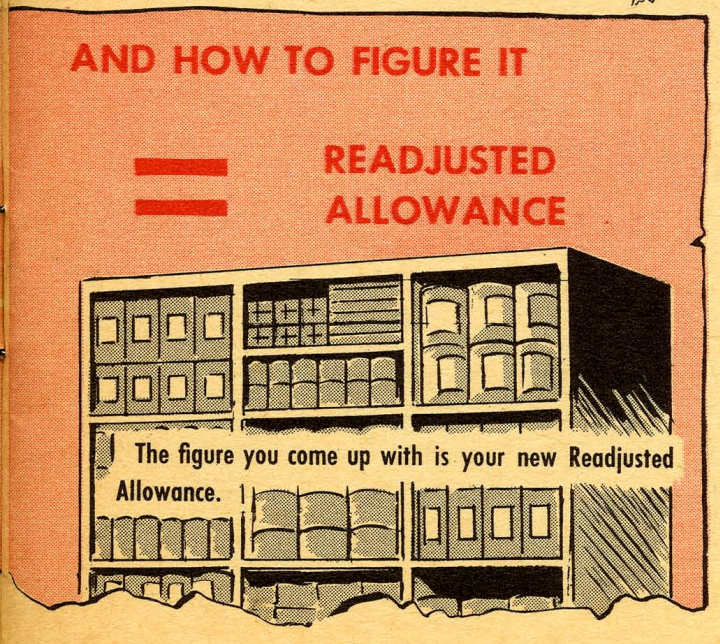
XXXX← NEW ALLOWANCE

4] USAGE EXPERIENCE

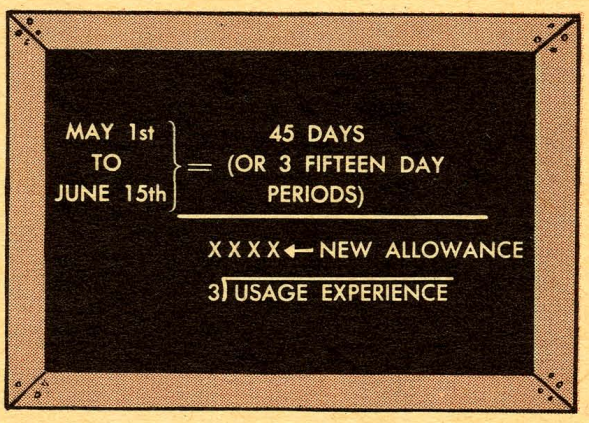
Then to keep your adjustment allowances running smooth, you readjust your allowances every time you requisition. If you are on a 15-day requisitioning schedule, you get your new readjusted figure by adding the issues and unfilled requests of the past 15 days to the last Readjusted Allowance figure, and dividing the total by 2.

That's it.

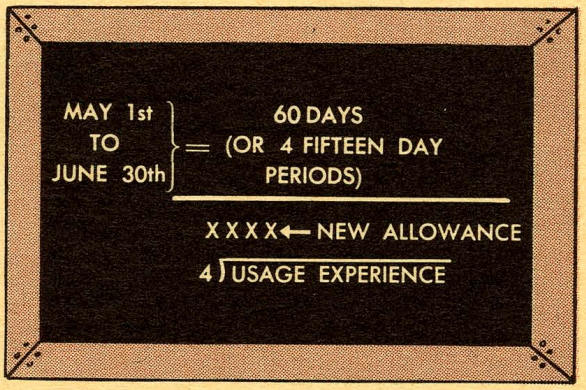




For example, if you total the issues and unfilled requests for 45 days you divide by 3 to get your new allowance. (The 3 represents three 15-day periods.)



If you want to base your allowance on the usage figures of the past 60 days, then you divide by 4. And when you choose 90 days, you divide by 6.

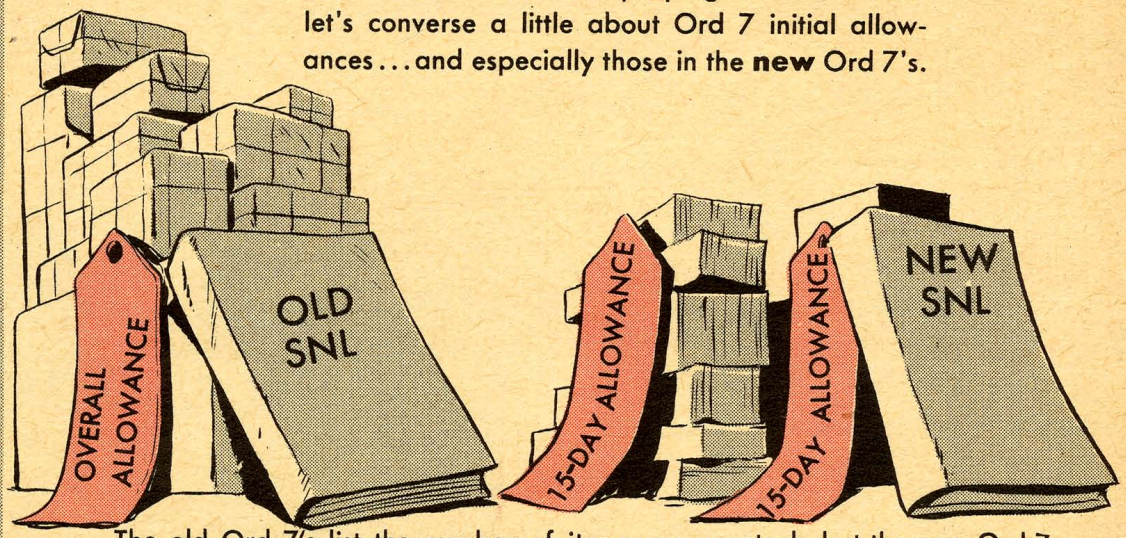


Then to keep your adjustment allowances running smooth, you readjust your allowances every time you requisition. If you are on a 15-day requisitioning schedule, you get your new readjusted figure by adding the issues and unfilled requests of the past 15 days to the last Readjusted Allowance figure, and dividing the total by 2.

That's it.

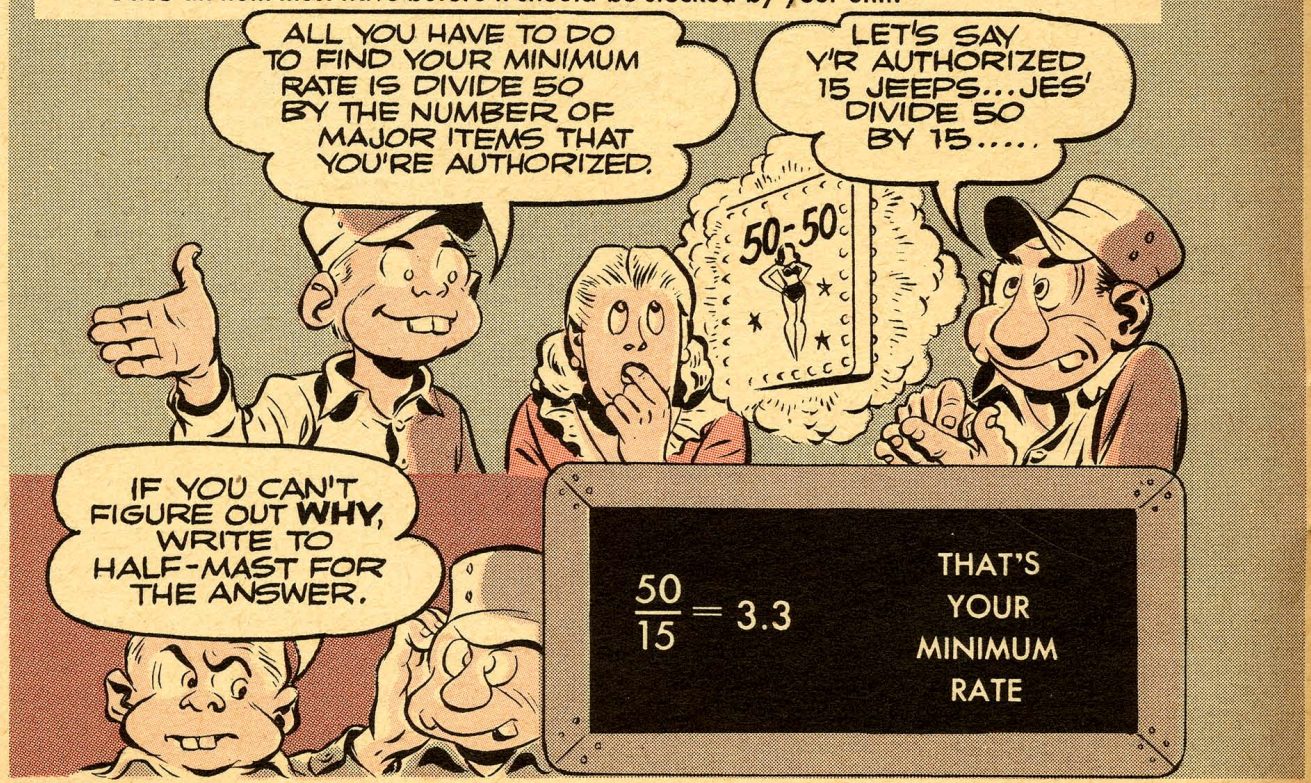
DIG THAT NEW SNL

It's easy to get organized to operate on adjusted stock levels. But before jumping into the details let's converse a little about Ord 7 initial allowances . . . and especially those in the **new** Ord 7's.



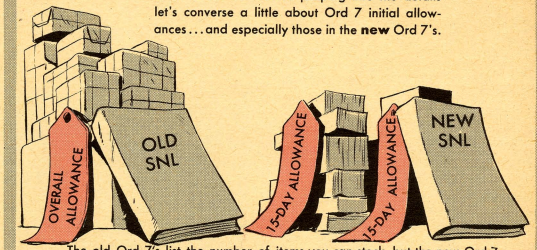
The old Ord 7's list the number of items you can stock, but the new Ord 7 SNL's give 15-day allowances based on 100 major items—and to find your specific allowance you use a simple formula given in the SNL's "Introduction" section.

You don't actually have to calculate each item listed in new Ord 7's to find what items you should stock initially. What you do first is **find the minimum rate** an item must have before it should be stocked by your unit.



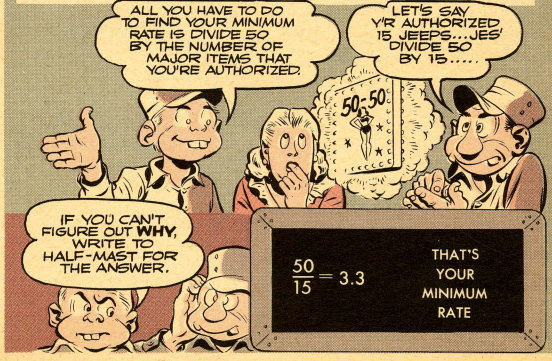
DIG THAT NEW SNL

It's easy to get organized to operate on adjusted stock levels. But before jumping into the details let's converse a little about Ord 7 initial allowances . . . and especially those in the **new** Ord 7's.

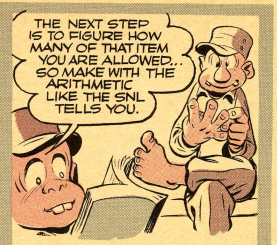


The old Ord 7's list the number of items you can stock, but the new Ord 7 SNL's give 15-day allowances based on 100 major items—and to find your specific allowance you use a simple formula given in the SNL's "Introduction" section.

You don't actually have to calculate each item listed in new Ord 7's to find what items you should stock initially. What you do first is **find the minimum rate** an item must have before it should be stocked by your unit.



Once you find your minimum rate, you go to the SNL, run your finger down the "Allowance" column, and any item you hit with an SNL allowance equal to, or greater than your minimum rate, you should stock.



YOUR UNIT'S AUTHORIZED: 15 M38A1 JEEPS.

THE SNL ALLOWS: 8 OF EACH PART YOU WANT FOR 100 JEEPS

TO FIND WHAT THE SNL ALLOWS FOR 15 JEEPS

THIS MANY PARTS PER 100 MAJOR ITEMS MULTIPLIED BY . . . THE NUMBER OF MAJOR ITEMS (JEEPS) YOU'RE AUTHORIZED

DIVIDED BY 100 → $\frac{8 \times 15}{100} = \frac{120}{100} = 1.2$ ← (WHICH MEANS YOUR INITIAL ALLOWANCE IS 1)

IF YOUR RESULT HERE IS:	YOU STOCK
.0 to .4	0
.5 to .9	1
1.1 to 1.4	1
1.5 to 1.9	2
ETC., ETC.	

And that's the scoop on figuring initial SNL allowances. Now let's tackle the essential details for setting-up and operating on Readjusted Stock levels.

Once you find your minimum rate, you go to the SNL, run your finger down the "Allowance" column, and any item you hit with an SNL allowance equal to, or greater than your minimum rate, you should stock.

YOUR UNIT'S AUTHORIZED: 15 M38A1 JEEPS.

THE SNL ALLOWS: 8 OF EACH PART YOU WANT FOR 100 JEEPS

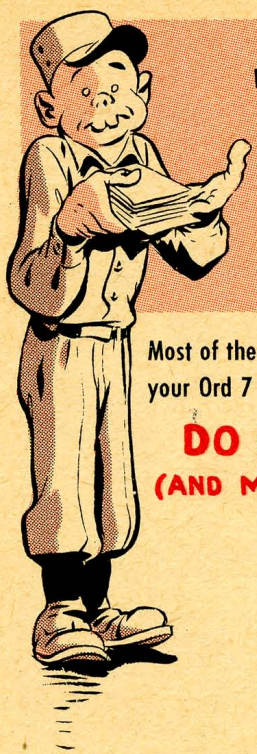
TO FIND WHAT THE SNL ALLOWS FOR 15 JEEPS

THIS MANY PARTS PER 100 MAJOR ITEMS MULTIPLIED BY . . . THE NUMBER OF MAJOR ITEMS (JEEPS) YOU'RE AUTHORIZED

DIVIDED BY 100 → $\frac{8 \times 15}{100} = \frac{120}{100} = 1.2$ ← (WHICH MEANS YOUR INITIAL ALLOWANCE IS 1)

IF YOUR RESULT (HERE) IS:	YOU STOCK
.0 to .4	0
.5 to .9	1
1.1 to 1.4	1
1.5 to 1.9	2
ETC., ETC.	

And that's the scoop on figuring initial SNL allowances. Now let's tackle the essential details for setting-up and operating on Readjusted Stock levels.



TAKE A CARD

CARD TRICKS

GET YOURSELF SOME 9-71 "LOCATOR AND INVENTORY CARDS" AND CHANGE THEIR FACES.

Most of the information for the top left side of the card you get from your Ord 7 . . . the stuff for the other spaces comes from you.

DO LIKE THIS:
(AND MATCH THE NUMBERS)

(1) Ord 7 gives you the Stock No., name of item and identification of equipment the item's stocked for. (This is the number you file your cards by.)

(2) Ord 7, SNL Group No. here.

(3) Truck's bumper number, if item's stored on truck. And since storage bins or cabinets (4) are kept in alphabetical sequence, proper letter here tells where the item's stored.

(5) Shelves or drawers (inside bins or cabinets) are tagged numerically, so you put further storage data here.

(6) SNL Allowance and (7) Readjusted Allowance go here.

Taking the columns in order:

(8) 1st column: Date of any action

(9) 2nd column: Enter issues above the diagonal line, and receipts under the diagonal line. Use this column also to indicate the type of requisition, such as "Routine", "Emergency", etc.

(10) 3rd column: Due out items (requests you have for an item that you're out of).

(11) 4th column: Items on hand

(12) 5th column: Every time you put in a Form 446 "Requisition" enter its number here, and the number of items it asks for goes right along side of it (in parenthesis).

OR

When supplies come in, the number of the 446 or the voucher number goes here, (whichever you prefer).

OR

When you issue an item, the number of the 9-79 "Parts Requisition" form goes here to show where each item was used.

OR

Inventory remarks can also go in this column.

TAKE A CARD

CARD TRICKS

GET YOURSELF SOME 9-71 "LOCATOR AND INVENTORY CARDS" AND CHANGE THEIR FACES.

Most of the information for the top left side of the card you get from your Ord 7 . . . the stuff for the other spaces comes from you.

DO LIKE THIS: (AND MATCH THE NUMBERS)

(1) Ord 7 gives you the Stock No., name of item and identification of equipment the item's stocked for. (This is the number you file your cards by.)

(2) Ord 7, SNL Group No. here.

(3) Truck's bumper number, if item's stored on truck. And since storage bins or cabinets (4) are kept in alphabetical sequence, proper letter here tells where the item's stored.

(5) Shelves or drawers (inside bins or cabinets) are tagged numerically, so you put further storage data here.

(6) SNL Allowance and (7) Readjusted Allowance go here.

Taking the columns in order:

(8) 1st column: Date of any action

(9) 2nd column: Enter issues above the diagonal line, and receipts under the diagonal line. Use this column also to indicate the type of requisition, such as "Routine", "Emergency", etc.

(10) 3rd column: Due out items (requests you have for an item that you're out of).

(11) 4th column: Items on hand

(12) 5th column: Every time you put in a Form 446 "Requisition" enter its number here, and the number of items it asks for goes right along side of it (in parenthesis).

OR

When supplies come in, the number of the 446 or the voucher number goes here, (whichever you prefer).

OR

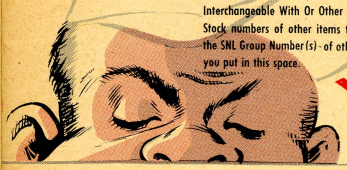
When you issue an item, the number of the 9-79 "Parts Requisition" form goes here to show where each item was used.

OR

Inventory remarks can also go in this column.

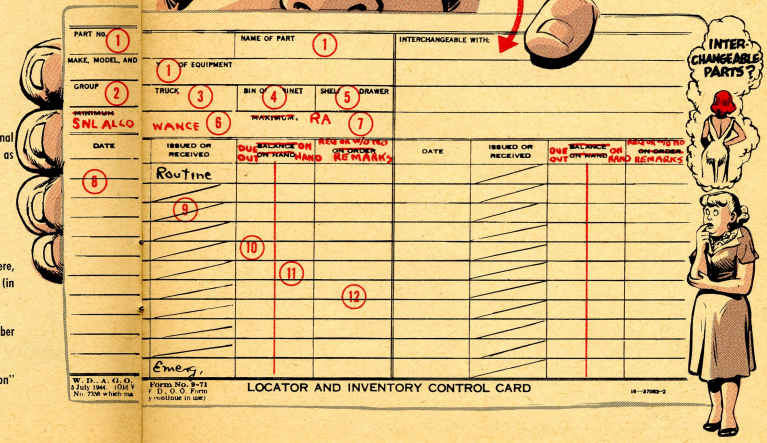
FILL OUT A 9-71 FOR EACH ITEM THE ORD 7'S SAY YOU CAN STOCK (SKIP ITEMS MARKED WITH THE % OR %% SIGN—OR IN THE NEW ORD 7'S THOSE ITEMS MARKED ‡). AS ALWAYS THEY'LL BE AVAILABLE "AS NEEDED," BUT NEVER MIND MAKING ROOM FOR THEM NOW.

FORM 9-71 "LOCATOR AND INVENTORY" CARD CAN BE ALTERED TO SUIT YOUR RECORD-KEEPING NEEDS . . . OR, BETTER STILL, IF IT'S AVAILABLE IN YOUR NECK OF THE WOODS, FORM 421, "RECEIPTS AND ISSUES" CARD WILL KEEP YOUR SUPPLY USAGE RECORDS IN APPLE PIE ORDER.



Interchangeable With Or Other Application:

Stock numbers of other items that this item is interchangeable with . . . and/or the SNL Group Number(s) of other equipment you have that this item also applies to, you put in this space.



FILL OUT A 9-71 FOR EACH ITEM THE ORD 7'S SAY YOU CAN STOCK (SKIP ITEMS MARKED WITH THE % OR %% SIGN—OR IN THE NEW ORD 7'S THOSE ITEMS MARKED ‡). AS ALWAYS THEY'LL BE AVAILABLE "AS NEEDED," BUT NEVER MIND MAKING ROOM FOR THEM NOW.

FORM 9-71 "LOCATOR AND INVENTORY" CARD CAN BE ALTERED TO SUIT YOUR RECORD-KEEPING NEEDS . . . OR, BETTER STILL, IF IT'S AVAILABLE IN YOUR NECK OF THE WOODS, FORM 421, "RECEIPTS AND ISSUES" CARD WILL KEEP YOUR SUPPLY USAGE RECORDS IN APPLE PIE ORDER.

Interchangeable With Or Other Application:

Stock numbers of other items that this item is interchangeable with . . . and/or the SNL Group Number(s) of other equipment you have that this item also applies to, you put in this space.

NAME OF PART (1)

INTERCHANGEABLE WITH:

(1) OF EQUIPMENT

TRUCK (3) BIN O[illegible]INET (4) SHEL[illegible] DRAWER (5)

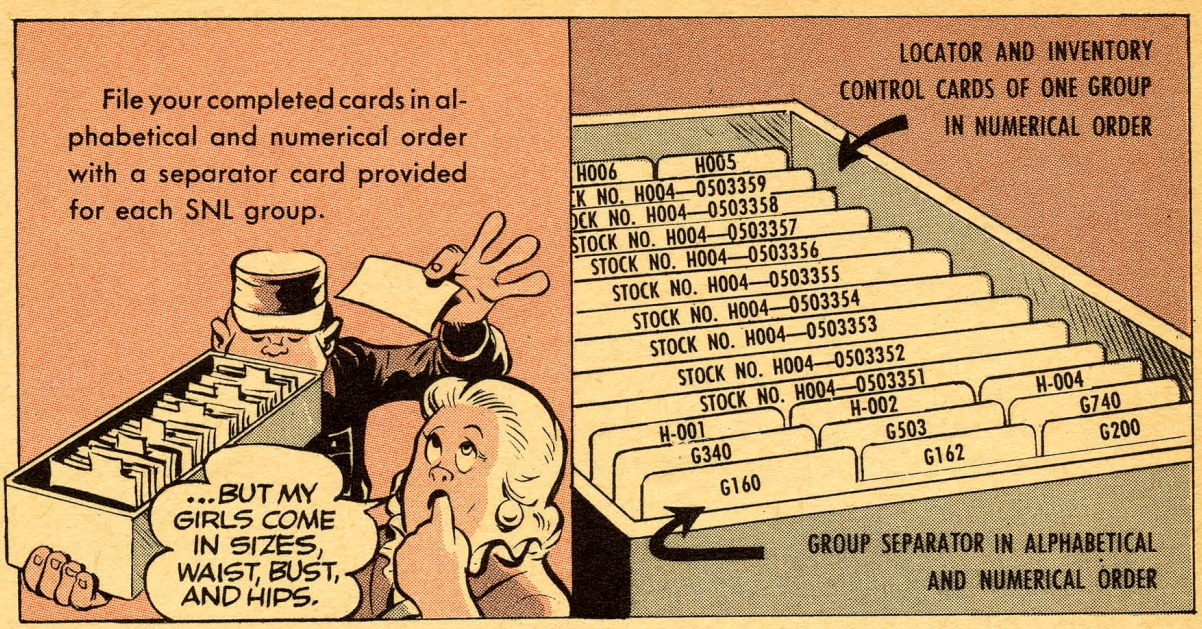
WANCE (6) MAXIMUM, RA (7)

ISSUED OR RECEIVED	DUE OUT	BALANCE ON HAND	REQ OR W/O NO ON ORDER	REMARKS	DATE	ISSUED OR RECEIVED	DUE OUT	BALANCE ON HAND	REQ OR W/O NO ON ORDER	REMARKS
Routine										
(9)										
	(10)									
		(11)								
			(12)							
Emerg.										

Form No. 9-71
(W. D., O. O. Form may continue in use)

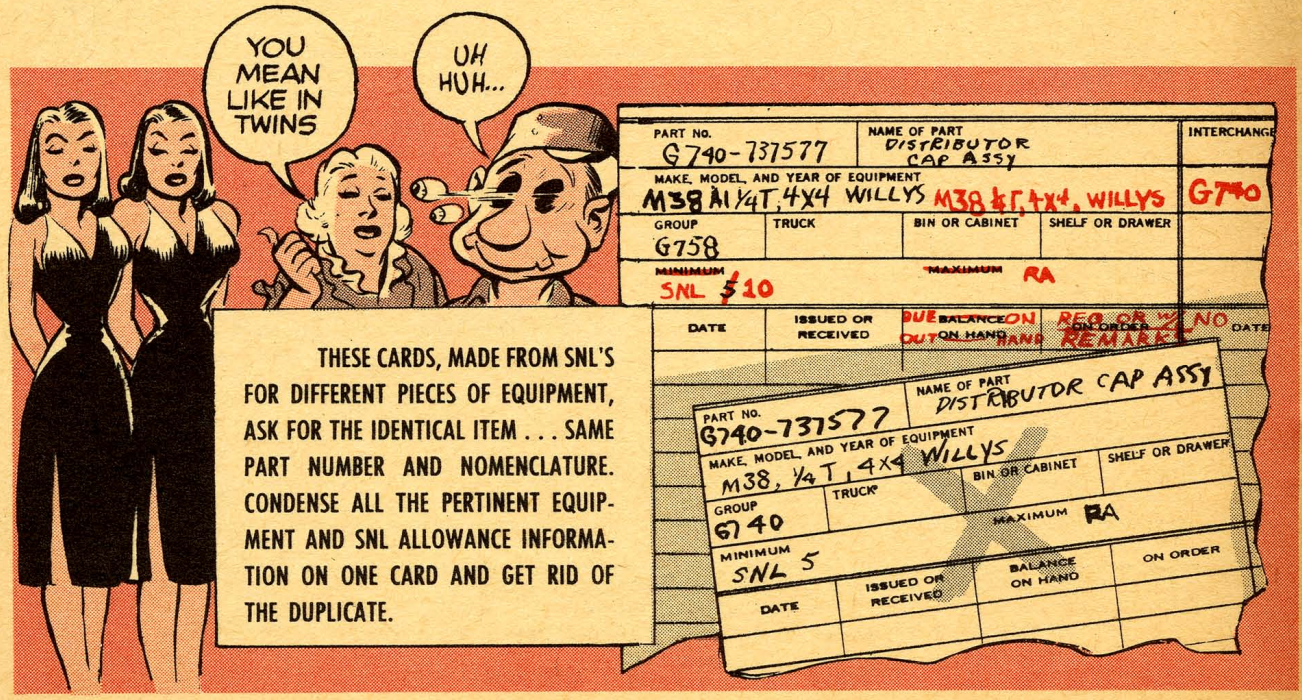
LOCATOR AND INVENTORY CONTROL CARD

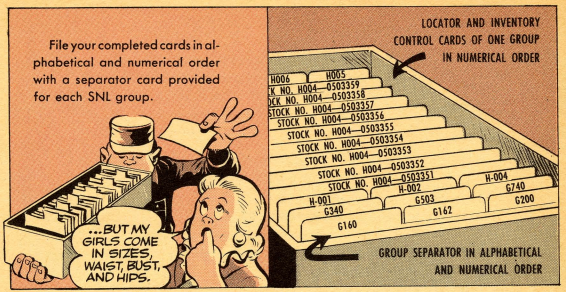
16—37082-2



Any duplicate cards you made (cards made from different SNL's . . . for the same part number, nomenclature, etc., but for use on a different piece of equipment) will show up as you arrange your file. These cards are for parts that are common to two or more pieces of equipment—to avoid duplication of paper work, storage, etc., you should use one 9-71 to record all the parts for the various pieces of equipment, and toss out the duplicate cards.

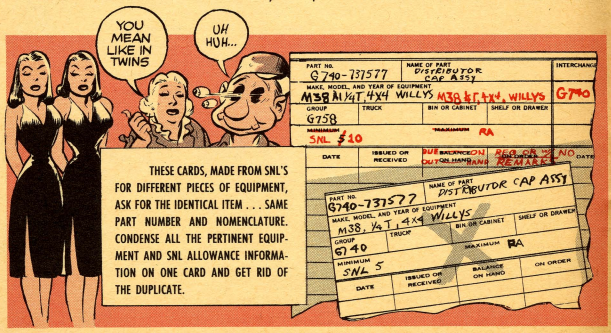
Before you toss out a single duplicate card be sure to transfer all its information (make, model and year of equipment) to the appropriate block of the card you keep. And the SNL allowance given on the cards you throw out, naturally gets added to the SNL allowance of the card you keep.

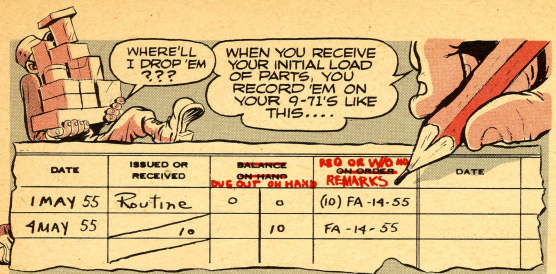




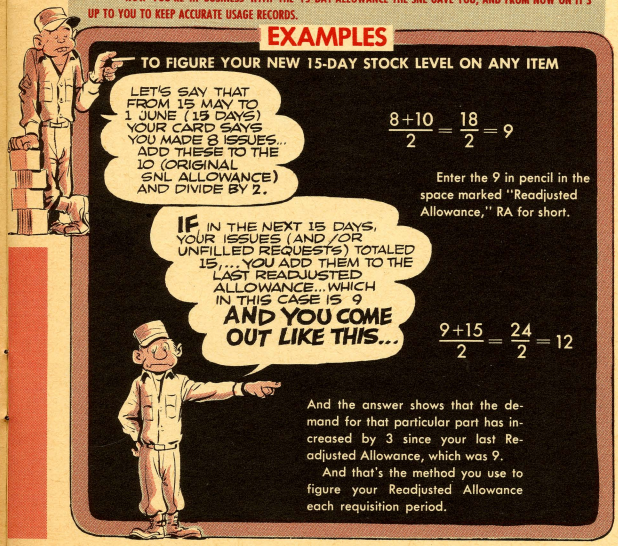
Any duplicate cards you made (cards made from different SNL's . . . for the same part number, nomenclature, etc., but for use on a different piece of equipment) will show up as you arrange your file. These cards are for parts that are common to two or more pieces of equipment—to avoid duplication of paper work, storage, etc., you should use one 9-71 to record all the parts for the various pieces of equipment, and toss out the duplicate cards.

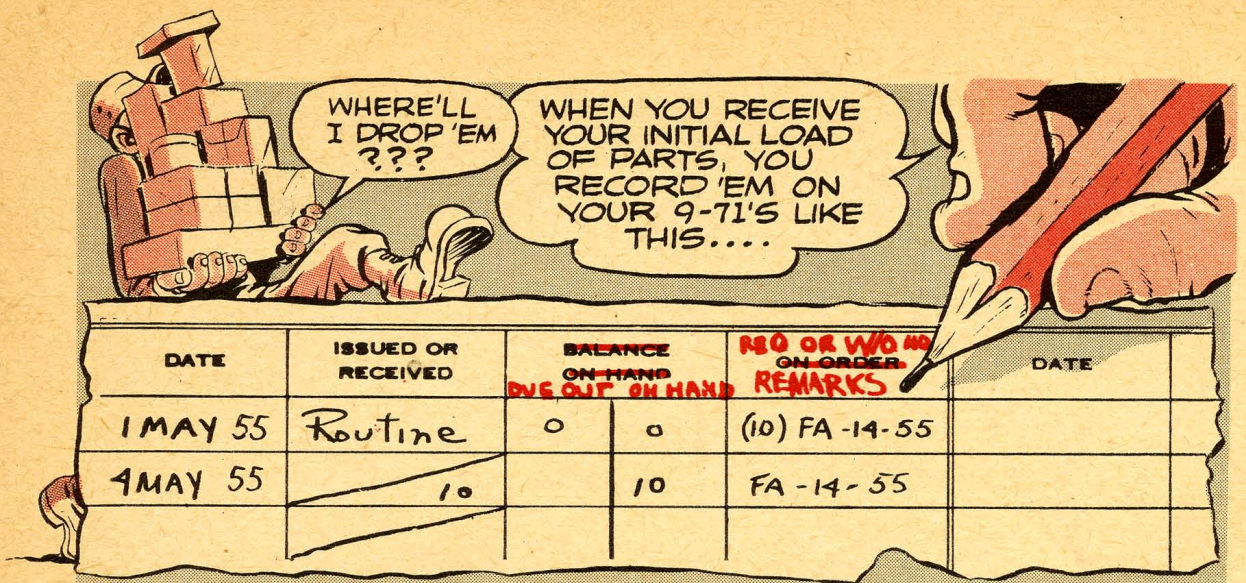
Before you toss out a single duplicate card be sure to transfer all its information (make, model and year of equipment) to the appropriate block of the card you keep. And the SNL allowance given on the cards you throw out, naturally gets added to the SNL allowance of the card you keep.





NOW YOU'RE IN BUSINESS WITH THE 15-DAY ALLOWANCE THE SNL GAVE YOU, AND FROM NOW ON IT'S UP TO YOU TO KEEP ACCURATE USAGE RECORDS.





DATE	ISSUED OR RECEIVED	BALANCE ON HAND DUE OUT	BALANCE ON HAND	REQ OR W/O NO ON ORDER. REMARKS	DATE	
1 MAY 55	Routine	0	0	(10) FA-14-55		
4 MAY 55	10		10	FA-14-55		

NOW YOU'RE IN BUSINESS WITH THE 15-DAY ALLOWANCE THE SNL GAVE YOU, AND FROM NOW ON IT'S UP TO YOU TO KEEP ACCURATE USAGE RECORDS.

EXAMPLES

TO FIGURE YOUR NEW 15-DAY STOCK LEVEL ON ANY ITEM

LET'S SAY THAT FROM 15 MAY TO 1 JUNE (15 DAYS) YOUR CARD SAYS YOU MADE 8 ISSUES... ADD THESE TO THE 10 (ORIGINAL SNL ALLOWANCE) AND DIVIDE BY 2.

$$\frac{8+10}{2} = \frac{18}{2} = 9$$

Enter the 9 in pencil in the space marked "Readjusted Allowance," RA for short.

IF IN THE NEXT 15 DAYS, YOUR ISSUES (AND/OR UNFILLED REQUESTS) TOTALED 15,... YOU ADD THEM TO THE LAST READJUSTED ALLOWANCE... WHICH IN THIS CASE IS 9 **AND YOU COME OUT LIKE THIS...**

$$\frac{9+15}{2} = \frac{24}{2} = 12$$

And the answer shows that the demand for that particular part has increased by 3 since your last Readjusted Allowance, which was 9.

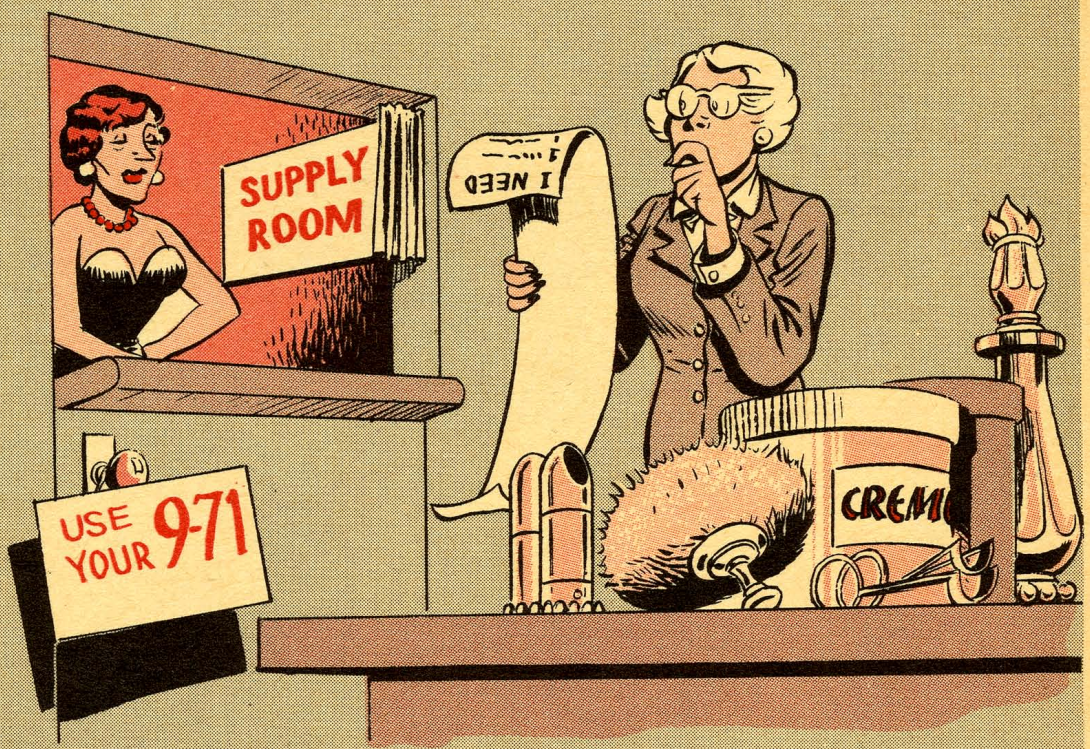
And that's the method you use to figure your Readjusted Allowance each requisition period.

NOTE

IF YOUR OUTFIT'S ON A 30-DAY REQUISITION SCHEDULE, YOU'LL BE ALLOWED TO STOCK ACCORDINGLY. AND, ACCORDINGLY WHEN YOU STOCK FOR 30 DAYS, YOU COMPUTE YOUR RA BY ADDING THE NUMBER OF ISSUES (AND UNFILLED REQUESTS) OF THE PREVIOUS 30-DAY PERIOD TO THE SNL OR LAST READJUSTED ALLOWANCE AND DIVIDE BY 2.

ALSO, WHEN OPERATING ON A 30-DAY SCHEDULE BE SURE TO DOUBLE THE ALLOWANCE QUOTED IN YOUR SNL WHEN YOU MAKE A 9-71 . . . THE SNL FIGURE IS AN ESTIMATED 15-DAY STOCK LEVEL.

AS NEEDED ITEMS



The first time you get a call for any "as needed" items, Ord 7 authorizes you, make out a 9-71 for it. You won't have an SNL allowance or an RA figure on the card; that's how you tell it from the 9-71's for your regular stock items.

When any of these cards show a sufficient usage you can establish a stock level for that item (use 30- or 60- or 90-day usage experience like we showed you before) and start stocking it.

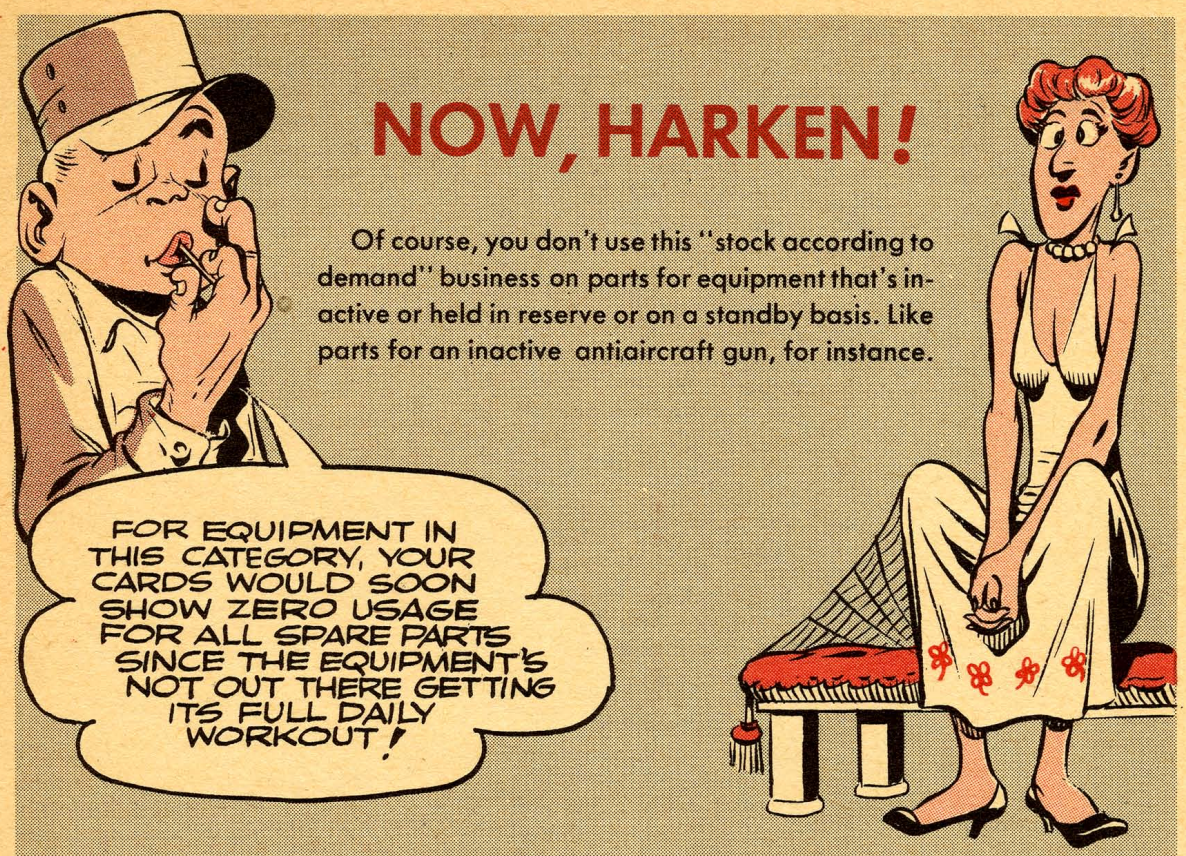
Thereafter, you keep a running RA for it just like on your other items.

On the other hand, when your RA for an item gets down to less than .5 you can stop stocking it but don't destroy the cards. You can put 'em in a file marked "Inactive Items". When the IG or the Ordnance team pays you a visit these cards will show why you're not stocking that item.

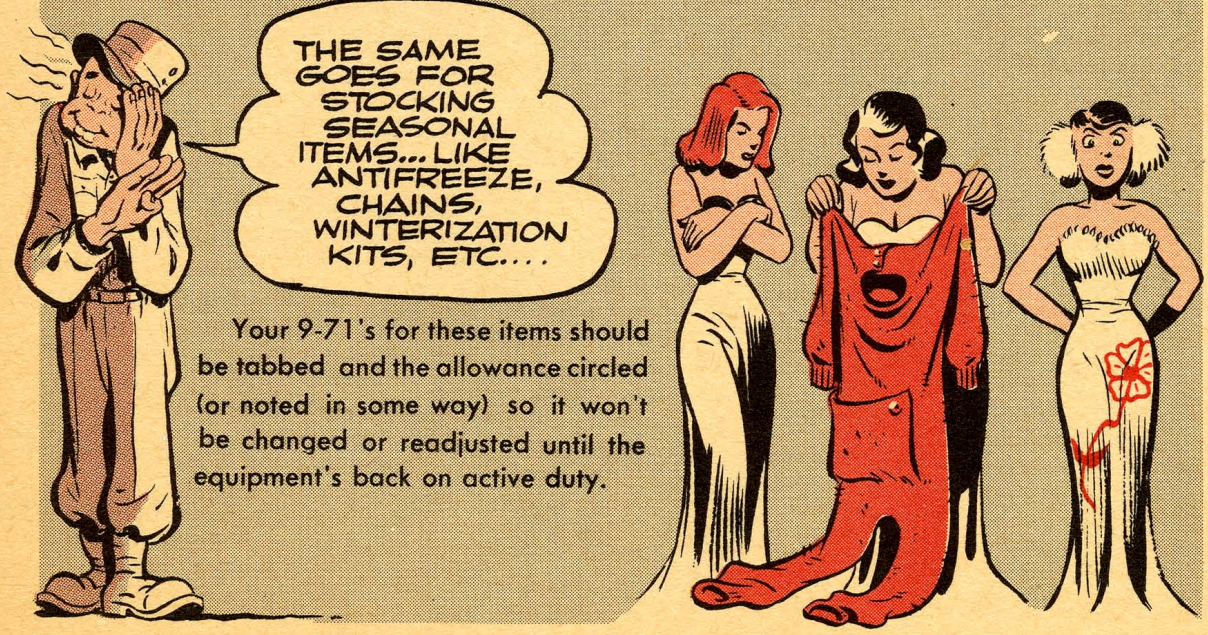
Any of this "dead stock" you should turn in to your Ordnance supply unit.

NOW, HARKEN!

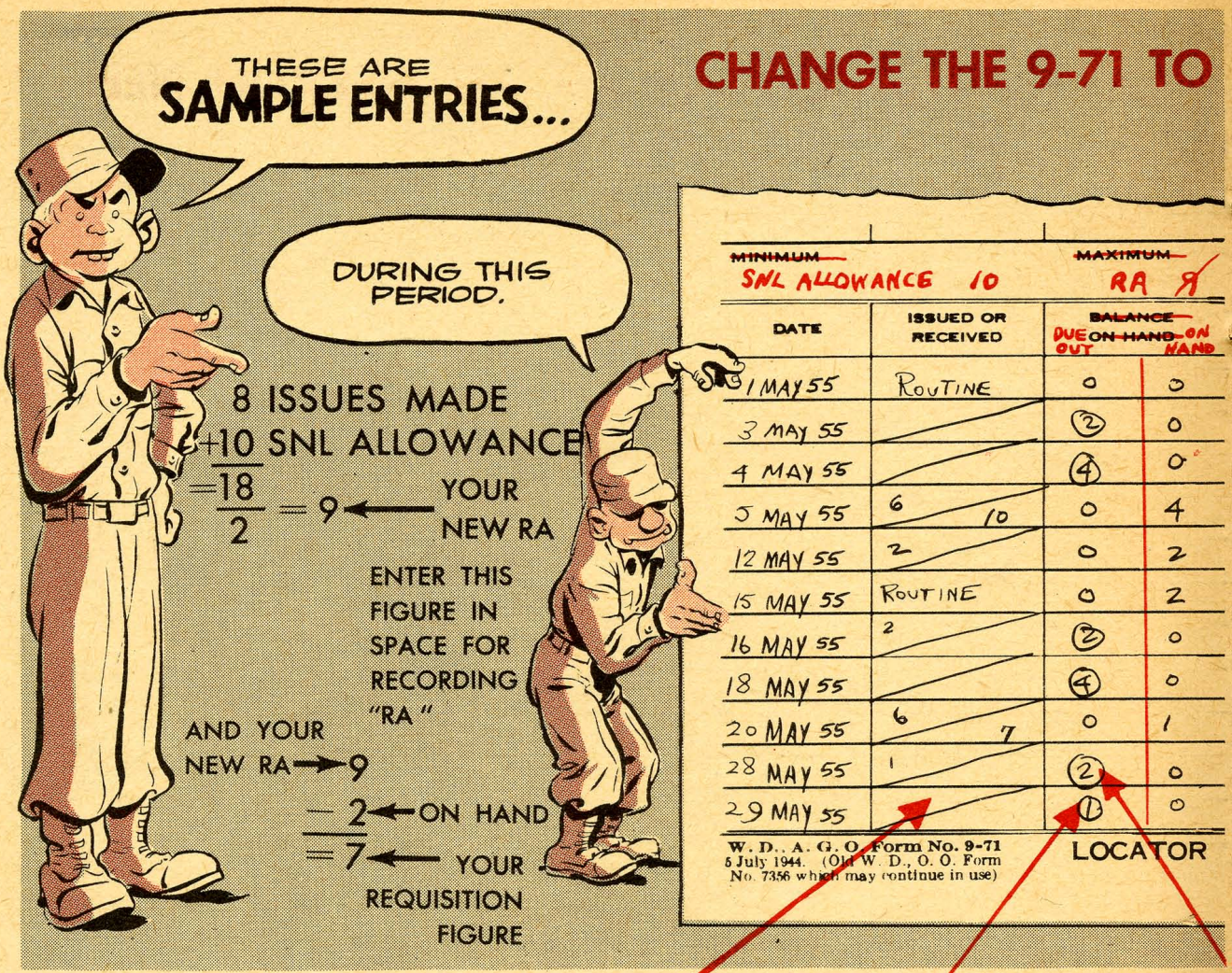
Of course, you don't use this "stock according to demand" business on parts for equipment that's inactive or held in reserve or on a standby basis. Like parts for an inactive antiaircraft gun, for instance.



So in order to be prepared to support inactive equipment properly at all times you better check with your CO... then, you'll usually stock repair parts for it according to Ord 7 allowances.

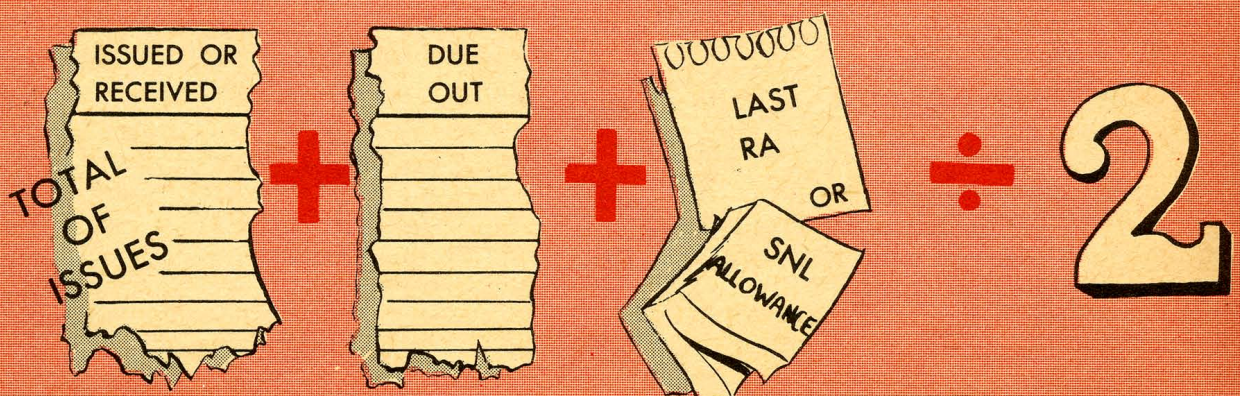


Your 9-71's for these items should be tabbed and the allowance circled (or noted in some way) so it won't be changed or readjusted until the equipment's back on active duty.



TO FIND YOUR FIGURES EACH 15 DAYS SIMPLY

Add figures in Issued Column plus figures in Due Out column plus last RA or SNL allowance and divide the total by 2 to get your new 15-day RA. Your new RA minus On Hand items is your Requisition Figure



CHANGE THE 9-71 TO ACCOMMODATE YOUR RECORD-KEEPING NEEDS

MINIMUM SNL ALLOWANCE 10 MAXIMUM RA 9

DATE	ISSUED OR RECEIVED	BALANCE DUE OUT	BALANCE ON HAND	ON ORDER
1 MAY 55	ROUTINE	0	3	
3 MAY 55		(3)	0	
4 MAY 55		(4)	0*	
5 MAY 55	6 10	0	4	
12 MAY 55	2	0	2	
15 MAY 55	ROUTINE	0	2	
16 MAY 55	2	(2)	0	
18 MAY 55		(4)	0	
20 MAY 55	6 7	0	1	
28 MAY 55	1	(2)	0	
29 MAY 55		(1)	0	

W. D., A. G. O. Form No. 9-71
8 July 1944 (Obs. W. D., O. O. Form No. 7356 which may continue in use)

LOCATOR

18 14

REQ. OR W/O NO. ON ORDER REMARKS	DATE	ISSUED OR RECEIVED	BALANCE DUE OUT	BALANCE ON HAND	RETURN W'TAB ON ORDER REMARKS
(10) FA-14-55	30 MAY 55	ROUTINE	(3)	0	(10) FA 25 55
992	2 JUNE 55		(2)	0	969
995	5 JUNE 55	5 13	0	8	FA-25-55
FA-14-55	8 JUNE 55	4	0	4	969
998	10 JUNE 55	4	0	0	971
(7) FA-20 55	12 JUNE 55		(4)	0	975
960	12 JUNE 55	EMERG	(4)	0	(4) FA-31-55
953	14 JUNE 55	4 4	0	0	FA-31-55
FA-20-55	15 JUNE 55	ROUTINE	0	0	(14) FA 3355
958	20 JUNE 55	14	0	14	33-55
961	22 JUNE 55		0	14	INVENTORY

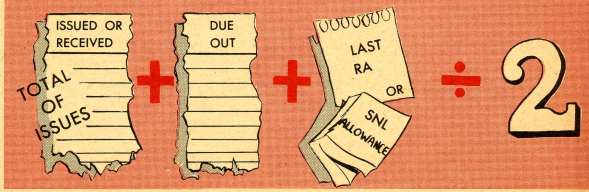
AND INVENTORY CONTROL CARD

16—37082-2

INDICATE EMERGENCY OR ROUTINE REQUISITION

TO FIND YOUR FIGURES EACH 15 DAYS SIMPLY

Add figures in Issued Column plus figures in Due Out column plus last RA or SNL allowance and divide the total by 2 to get your new 15-day RA. Your new RA minus On Hand items is your Requisition Figure



Show number of items you order in parenthesis in front of Requisition No. Use requisition number or voucher number when supplies are received. And Work Order No. when items are issued.

NOTE: Entries on 5 May and 20 May in Issues or Received column show requisition received **and** issues made to cover Due Outs. Circled figures in Due Out column show requests have been filled.

ACCOMMODATE YOUR RECORD-KEEPING NEEDS

INDICATE EMERGENCY OR ROUTINE REQUISITION

10 14

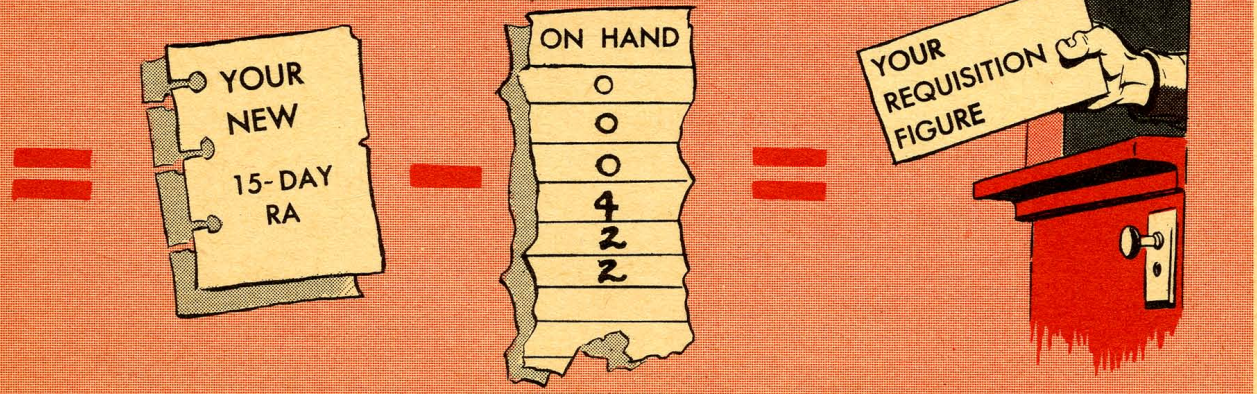
REQ OR W/O NO. ~~ON ORDER~~ REMARKS	DATE	ISSUED OR RECEIVED	~~BALANCE~~ ON HAND DUE OUT	ON HAND	REQ OR W/O NO. ~~ON ORDER~~ REMARKS
(10) FA-14-55	30 MAY 55	ROUTINE	(3)	0	(13) FA 25 55
942	2 JUNE 55		(2)	0	964
945	5 JUNE 55	5 / 13	0	8	FA-25-55
FA-14-55	8 JUNE 55	4	0	4	969
948	10 JUNE 55	4	0	0	971
(7) FA-20 55	12 JUNE 55		(4)	0	975
950	12 JUNE 55	EMERG	(4)	0	(4) FA-31-55
953	14 JUNE 55	4 / 4	0	0	FA-31-55
FA-20-55	15 JUNE 55	ROUTINE	0	0	(14) FA 33 55
958	20 JUNE 55	14	0	14	33-55
961	22 JUNE 55		0	14	INVENTORY

AND INVENTORY CONTROL CARD

16—37082-2

Show number of items you order in parenthesis in front of Requisition No. Use requistion number or voucher number when supplies are received. And Work Order No. when items are issued.

NOTE: Entries on 5 May and 20 May in Issues or Received column show requisition received **and** issues made to cover Due Outs. Circled figures in Due Out column show requests have been filled.

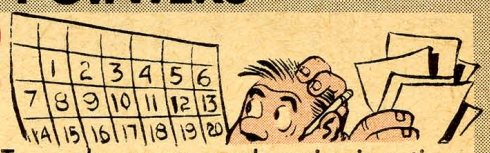


CARD-KEEPING POINTERS

1

To keep your stock level information current and correct you'll need to check each card regularly. The best way to do this is to arrange your card-checking routine so's you cover all your cards regularly.

2



To make your card reviewing time really pay off—since your cards are filed by SNL group—the day for reviewing each group should fall before and as close as possible to the requisitioning date set for each specific group.

3

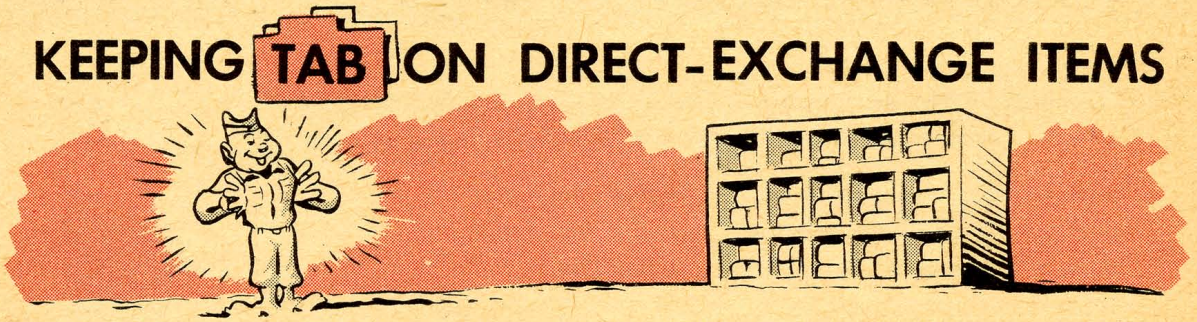
This way you can easily make up the requisition and submit it as you check each group.

4

Issues or unfilled requests handled after the cards are reviewed and requisitions made out are charged to your next adjusted allowance.

If you run into snags while you're getting acquainted with the new SNL's or when you take your first stab at operating on adjusted stock allowances—don't hesitate to yell for help from your Ordnance support unit. In addition to their regular visits they're available to give you any special help you need. So, the closer contact you have with them the less your chances are of messing up or finding yourself in hot water.

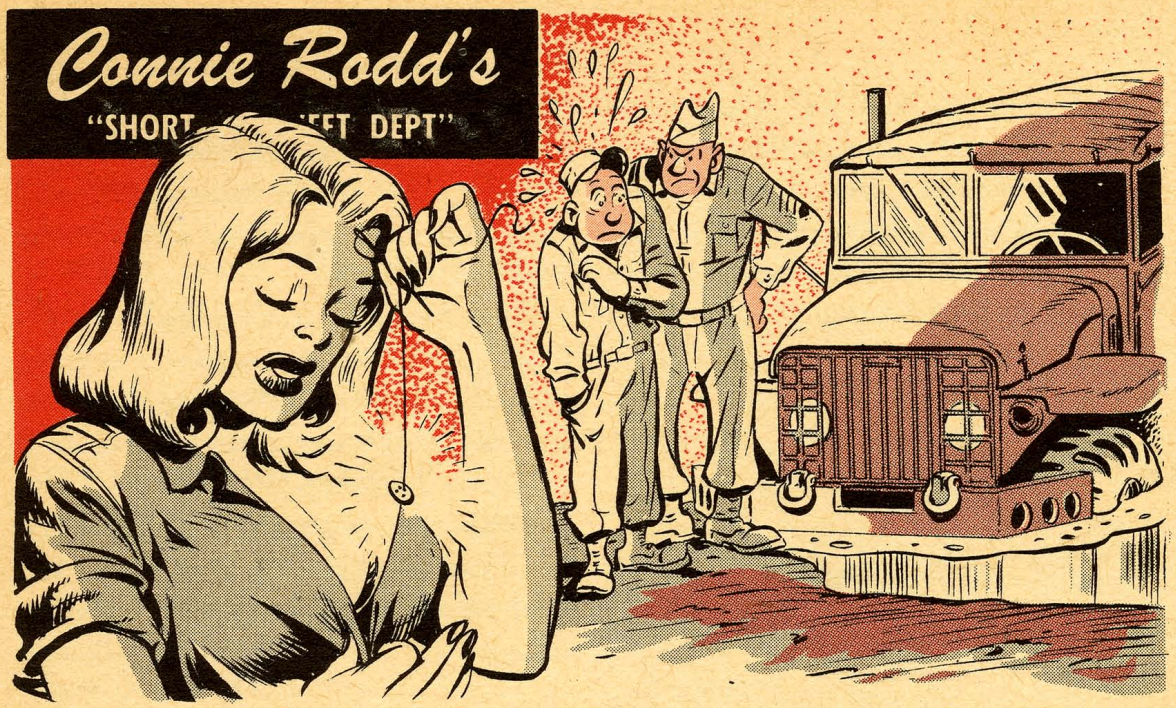
KEEPING TAB ON DIRECT-EXCHANGE ITEMS



Yes, you can stock those items you get by "Direct Exchange"—if your usage experience shows you should. So—for "DX" items, keep 9-71 cards just like on any other item. The only difference is you don't need to prepare a requisition. Mark these 9-71's with a "DX" or in some way to let you know this.

Proper handling of this "stock according to demand" system should pick your supply room clean of all unwanted, unneeded repair parts clutter. Your space and paperwork problems should get smaller—and the unmentionable pain in that ole' achin' back should certainly ease up—you'll have so much less to store and lug around.

ANY QUESTIONS ? JUST WRITE HALF-MAST



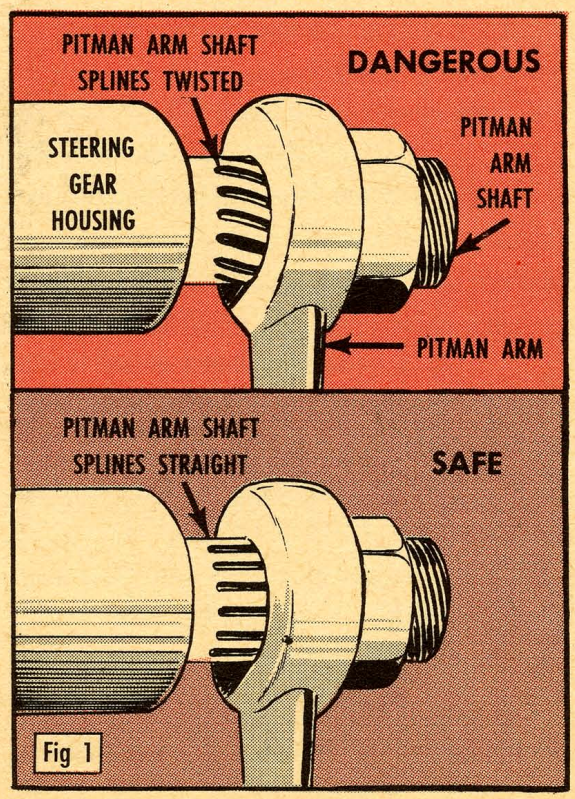
Here 'tis

There's a green signal for all of you fellas that've been wanting and waiting to put a drain plug in the flywheel housing of your 2-1/2-ton GMC's. Check with your Ordnance outfit to see if they've got that MWO that'll let them do the job for you.

There will be an exception to the rule when it comes to this drain plug. It'll be installed in the flywheel housing at **all** times—not in the map compartment. The plug will be pulled at every *C* service and after each fording operation to drain the housing. It hasta be reinstalled immediately.

Twisting arms

Keep an eye on the pitman arm shafts on your M133 series GMC's. The splines on some of the shafts have been twisting (Fig 1). If yours show such signs—dead-line the truck until you can have the shaft replaced. A twisted shaft can cause complete loss of control and bring on a stretcher case. You gotta pull the arm to see the twist.



5-ton gassin' off

You guys who've been around tanks awhile will meet an old friend in the latest 5-ton trucks coming out of production. Ever since October 1953, de-gassers (or antidieseling device) have been added to put a stop to rough stuff on your 5-ton truck.

Without one, the engine may keep on running a few seconds after you switch off your ignition. The high heat and the rich fuel mixture from the carburetor spark it on. Sometimes the engine runs backwards and throws fire into the air cleaner. And that's not good.

But with the de-gasser, you just pull out its button on the dash-panel. This is connected to an air-bleed valve in the carburetor. It adds air to the fuel mixture—which stops the engine. After it's stopped, turn off the ignition switch. And that's it.

If you should get a rough idle with your de-gasser, the carburetor valve may not be snuggling back to position when the dash button's in. A little grease at the sticking point could relieve the situation.

Not that a de-gasser's necessary if you do right when you shut off your engine. All you gotta do is first bring your vehicle to an idle. Then shift into low gear, but keep the clutch disengaged. And with your right foot, press down on the brake.

Now turn off the ignition. If the engine putters on, immediately engage the clutch. With your foot on the brake and the clutch engaged, your truck'll stall to a dead stop.

Without a de-gasser, all it takes is a little extra effort to play it safe. The goof-off who doesn't is playing with fire.

Shackled truck

You gotta take off your 2-1/2-tonner's break-in throttle-stop after its first 1000 miles. That is, the one in the carburetor's governor-housing (Fig 2). I just saw an M35, with several thousand miles, still crawling along with that shackle on. TM 9-819 (Jan 52) tells you how.

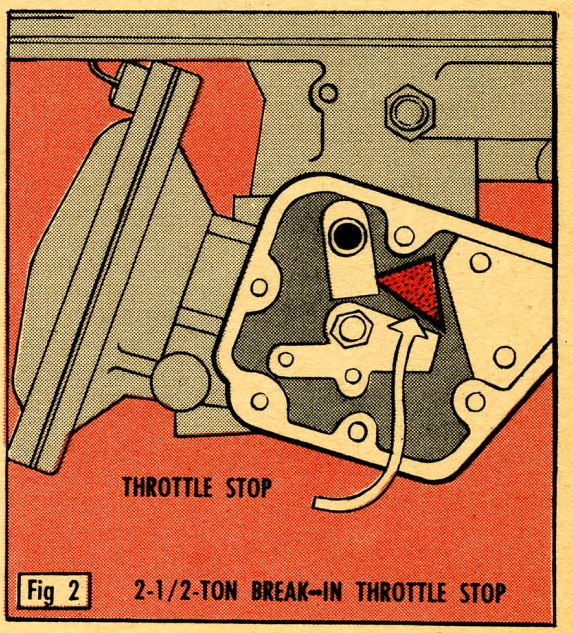


Fig 2 2-1/2-TON BREAK-IN THROTTLE STOP

Take a number

Been wondering what all those numbers are? Wonder no more— here are the basic vehicles and the various models they cover:

M133 series (GMC) 2-1/2-ton: M135, M211, M215, M221 and M222 trucks.

M44 series (Reo) 2-1/2-ton: M34, M35, M36, M47, M48, M49, M50, M59, M108, M109 and M275 trucks.

M39 series 5-ton: Cargo truck M41 on the M39 chassis; cargo truck M54 on the M40 chassis; cargo truck M55 and cargo van M64 on the M63 chassis; truck-tractor M52 and dump truck M51 on the M61 chassis; medium wrecker M62 on the M40C chassis; truck-tractor wrecker M246 on the M63C chassis; bridge equipment truck M328 on the M139C chassis.

Truck tacho

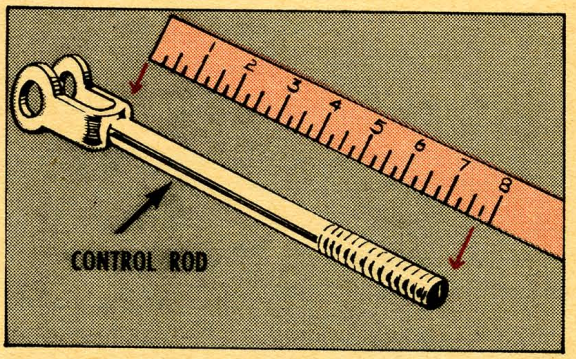
The tachometer (Ord Stock No. 18-T-231) for setting idle speed on the M135 and M211 2-1/2-ton truck engines is not included in the No. 1 common 2nd-echelon tool set. You'll find it in the No. 2 common tool set (Ord Stock No. 41-T-3538-855) Ord 6 SNL J-7, Sect 3, also in the No. 1 supplemental tool set (Ord Stock No. 41-T-3538-865) Ord 6 SNL J-7, Sect 2.

So—if you've got Hydra-Matics to maintain, you've got the tach.

In a pinch, the idle can be adjusted by shifting the vehicle into reverse gear, low range, and adjust the carburetor until she won't creep on flat ground.

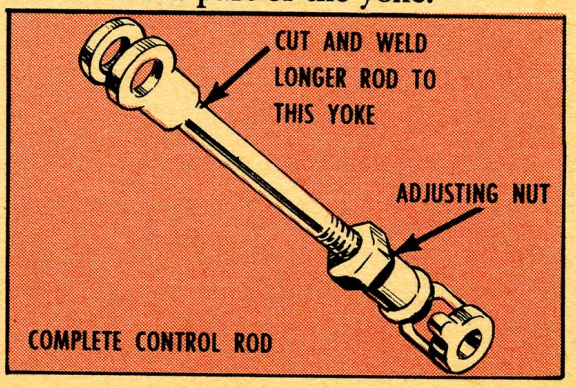
Short rod trouble?

You might find that the control-rod is too short to give you the new free-play for the clutch-pedal on your 5-ton 6x6's. The rod has to be 7-3/4 inches long to do the job.



If you find that your rod is running out of threads when you're getting that new 1-3/4 to 2-inch free-play (it's about 1-inch short), take the control-rod (Ord Stock No. G744-7413445) out, cut the rod at the yoke and make a new one of the right length-out of Ord Stock No. H010-0420060 round bar stock. Weld it to the yoke. Thread it and you're set.

Even if you can get the 2-inch adjustment, you'd better check to see if there's enough of the threaded rod left in the yoke—for safety. Should be enough so that one thread of the rod comes thru the threaded part of the yoke.



Jeep radio cable

All the ingenious gadgets you've been rigging in your 1/4-tons to supply power for the radio don't need to be so makeshift. What the Signal Corps needs for the radio's power-supply when they're not hooking up right off the battery, is Kit, installation radio power feed, Ord Stock No. G758-5701808.

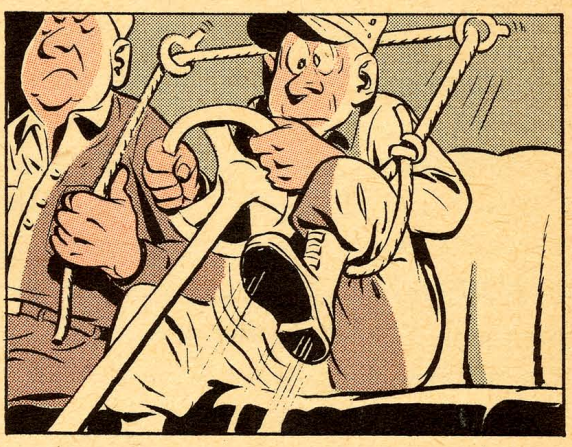
This kit will work in the M38A1's, and in the M38's beginning with Vehicle Serial No. 47772. Earlier M38's got their radio power-cable and receptacle in production—no problem there.

What caused the confusion was a couple of errors in your Ord 7 and Ord 8 SNL G-740. The radio cable and receptacle assemblies that are listed will be deleted when your 1/4-ton SNL's get another revision.

In any case, what should be used to supply power between the battery and radio on those 1/4-tons is the G758-5701808 kit. It comes complete with info on how to put the pieces where they belong. (This modification will be covered by a new publication now in the mill.)

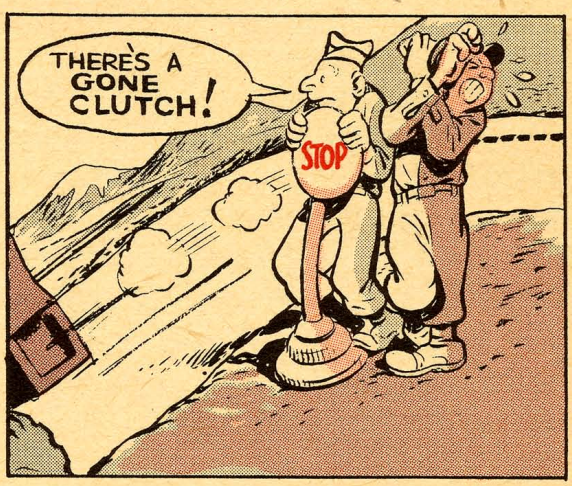
Ruination

Keep your clod-knockers off the clutch except when starting, stopping, or shifting, won't 'cha?



If you ride the clutch-pedal you wear out the facings and throwout bearing of the clutch.

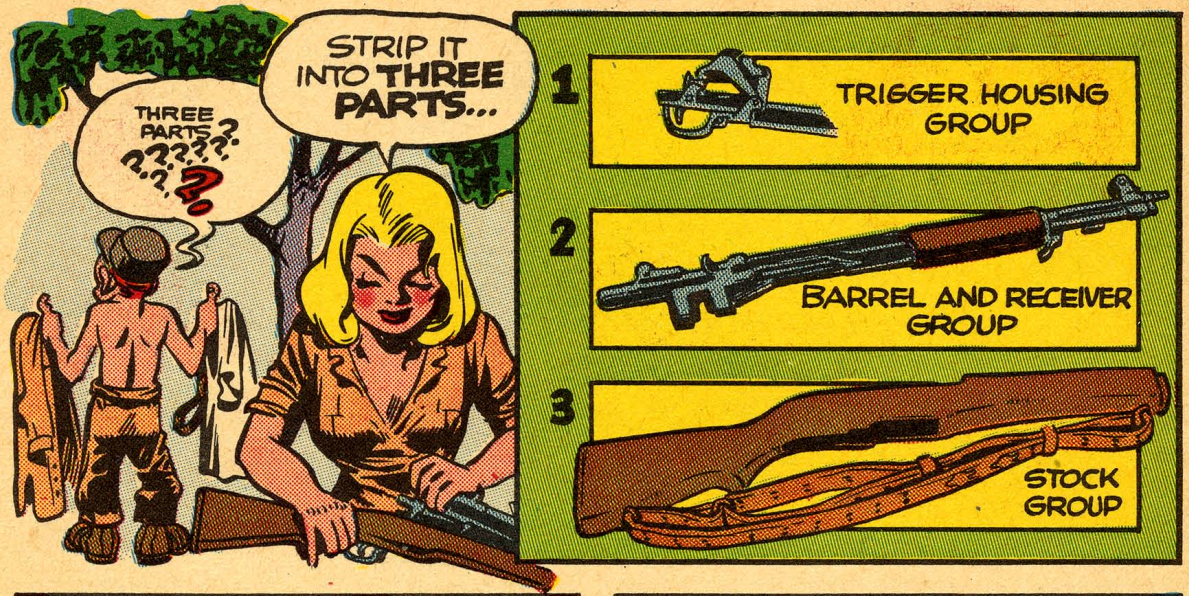
For the same reason, when you're stopped on a hill use your brakes instead of slipping the clutch to keep your vehicle from rolling back.



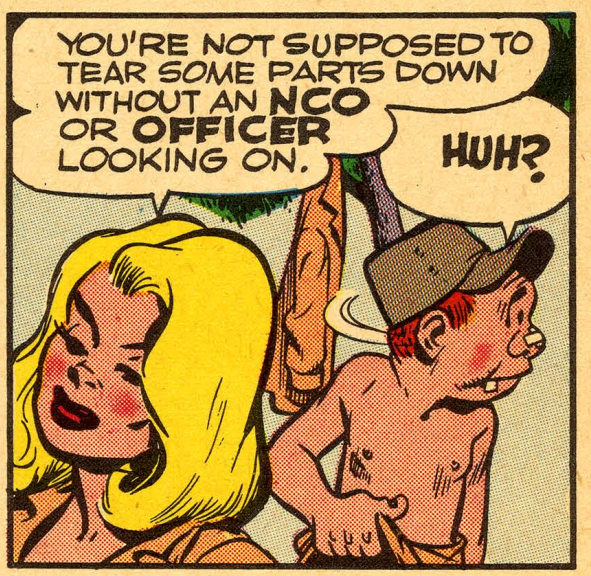
Same goes for riding the clutch at a traffic light for a fast getaway—it'll shorten its life.

This is old stuff to you guys who really know your Driver's Manual, TM 21-305, particularly para 8.

JOE DOPE
M1 RIFLE CARE
THAT'S THE SECOND RIFLE BLEW UP IN FOSGNOF'S PUSS THIS SUMMER... MAN, 'SA GOOD THING WE AIN'T IN COMBAT.
BLOOEY
HOPE IT WON'T HAPPEN TO ME!
NOT WITH A PIECE THAT'S IN PERFECT WORKING CONDITION, JOE!
TOO MUCH WEAR, DIRT OR GOO CAN CAUSE INACCURATE FIRE... NO FIRE A'TALL... OR BLOOEY!
ANSWER BEING: KEEP IT CLEAN!
CLEAN IT OFTEN AND ALWAYS LOOK FOR TROUBLE SPOTS.
HI!
NOW LET'S FIELD STRIP FOR A THOROUGH JOB....
GREAT! I'M GAME IF YOU ARE!


STRIP IT INTO THREE PARTS...
THREE PARTS ?????
1
TRIGGER HOUSING GROUP
2
BARREL AND RECEIVER GROUP
3
STOCK GROUP

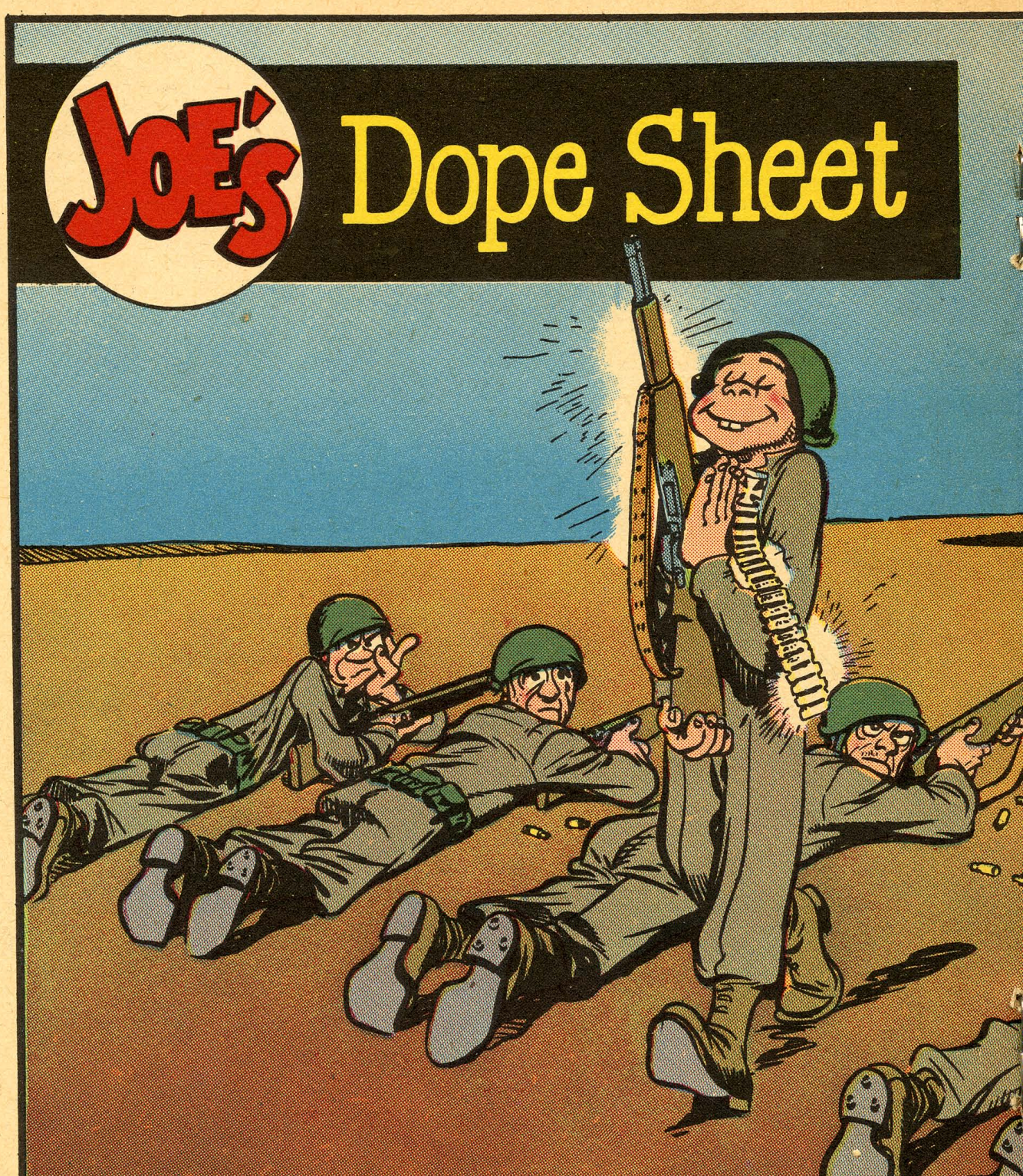
AH, THAT'S EASY! I COULD STRIP THIS DOWN TO NOTHIN', BLINDFOLDED! WATCH ME!
HOLD IT...


YOU'RE NOT SUPPOSED TO TEAR SOME PARTS DOWN WITHOUT AN NCO OR OFFICER LOOKING ON.
HUH?

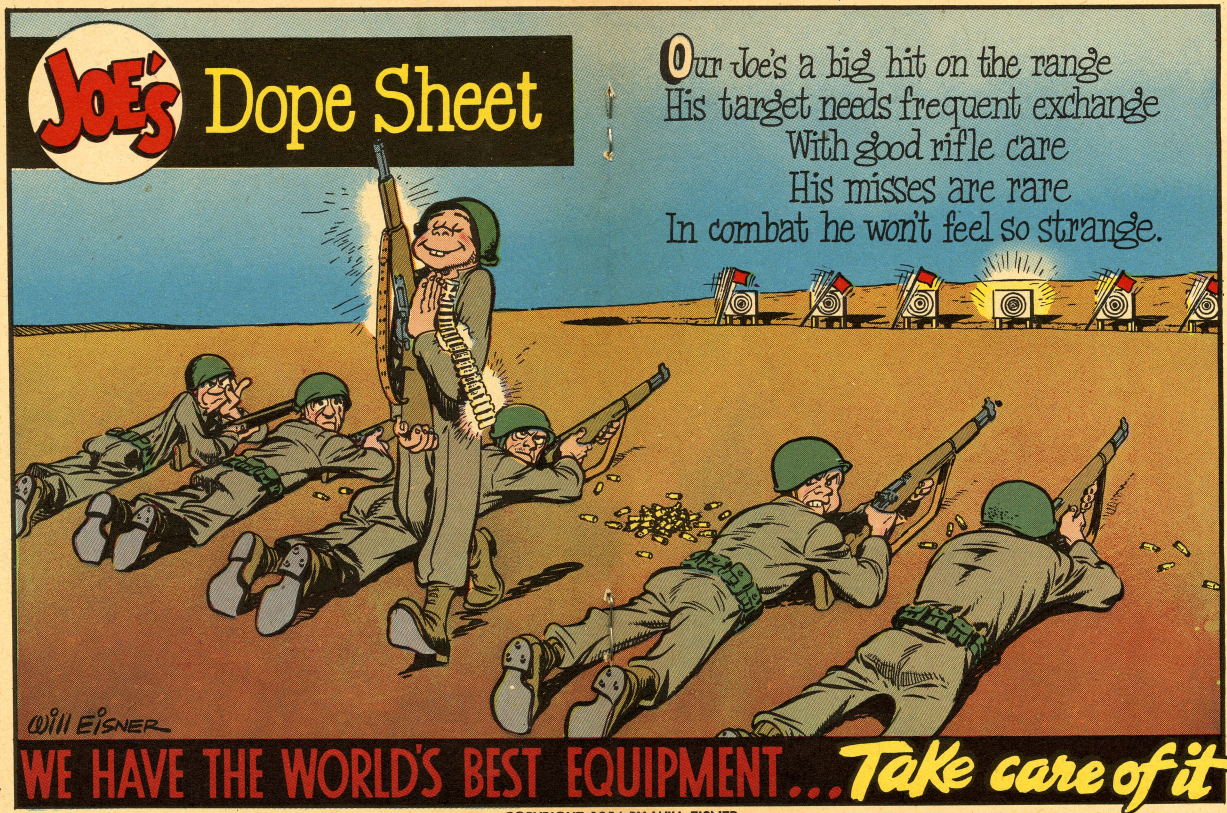
FOR WHY NOT?
UNNECESSARY DISASSEMBLY CAUSES EXTRA WEAR.

ALSO-EVERY SO OFTEN YOUR SQUAD-LEADER WILL SEE DEFECTS THAT WILL ESCAPE YOU...
I DON'T SEE ANY....

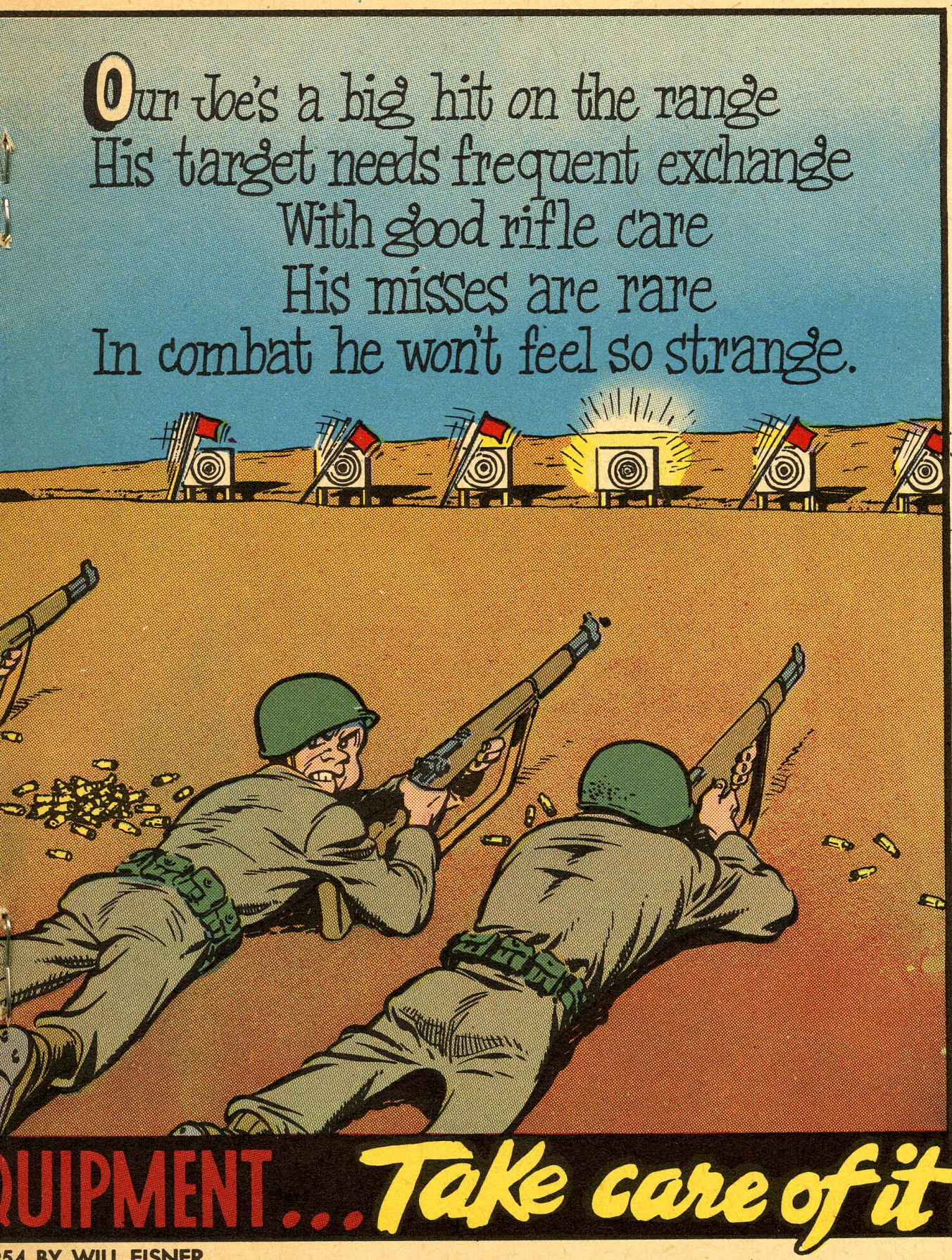
AS FOR DEFECTS, THIS M1 LOOKS OKAY TO ME!
MAYBE...BUT BETTER MAKE SURE..GREASE, UNEXPELLED BULLETS, MUD OR OTHER JUNK IN THE BARREL COULD CAUSE IT TO BLOW UP IN YOUR FACE!
WHAT'S MAKIN' MY PIECE ACT LIKE IT HAS THE HICCUPS?
A WORN OR BROKEN SEAR PROBABLY... AND THE HAMMER SPRING HOUSING MAY NOT BE PUT TOGETHER RIGHT.
AND HAVE YOU EVER HAD YOUR ROD BENT?
A BENT FOLLOWER ROD'LL MAKE THE CLIP JUMP OUT BEFORE ALL THE ROUNDS ARE FIRED!
AND THERE ARE LOTS OF OTHER TROUBLE SPOTS TO CHECK WHEN YOU CLEAN YOUR RIFLE...
BURRS ON HAMMER HOOK OR TRIGGER LUG CAUSE CREEP IN TRIGGER
WORN OR BROKEN SEAR ... GUN'LL GO OFF LIKE A JACK-RABBIT
BROKEN EXTRACTOR WON'T PULL BRASS OUT OF CHAMBER
STACKING SWIVEL
REAR SIGHT PINION
REAR HAND GUARD
FRONT HAND GUARD
LOWER BAND PINS
EVERYTHING CHECKED, NOW LET'S START CLEANING, BUT BEFORE WE GO TACK UP THIS PICTURE!



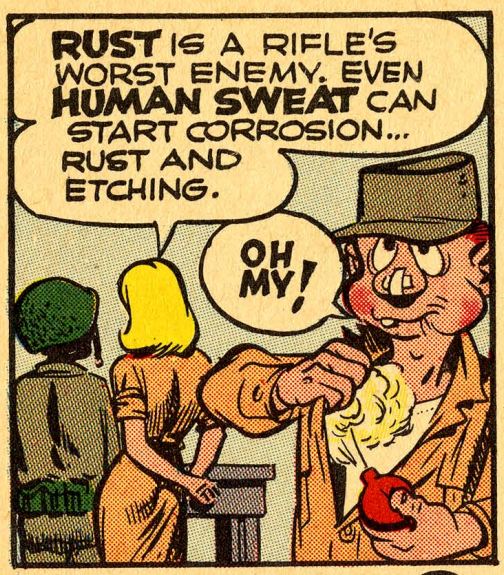
COPYRIGHT 195

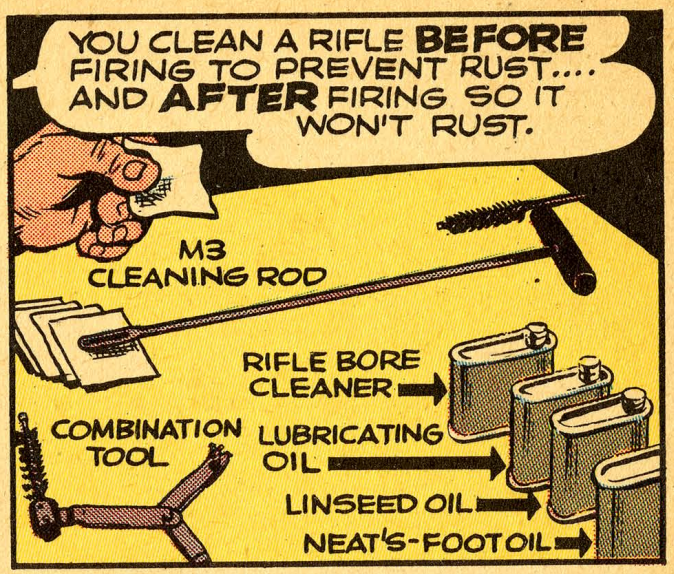


COPYRIGHT 1954 BY WILL EISNER



54 BY WILL EISNER

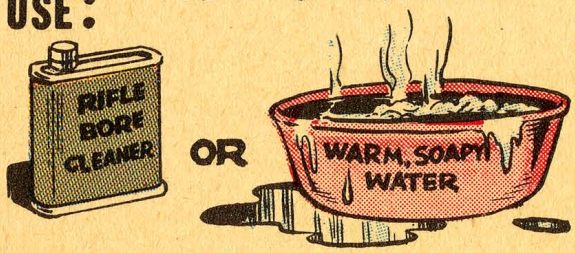


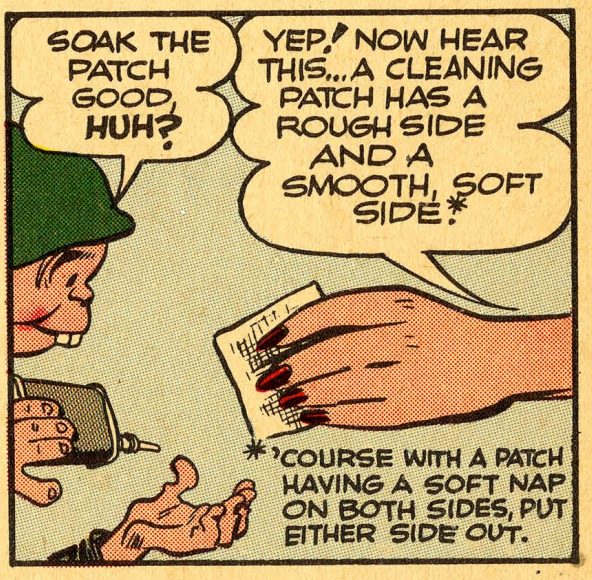


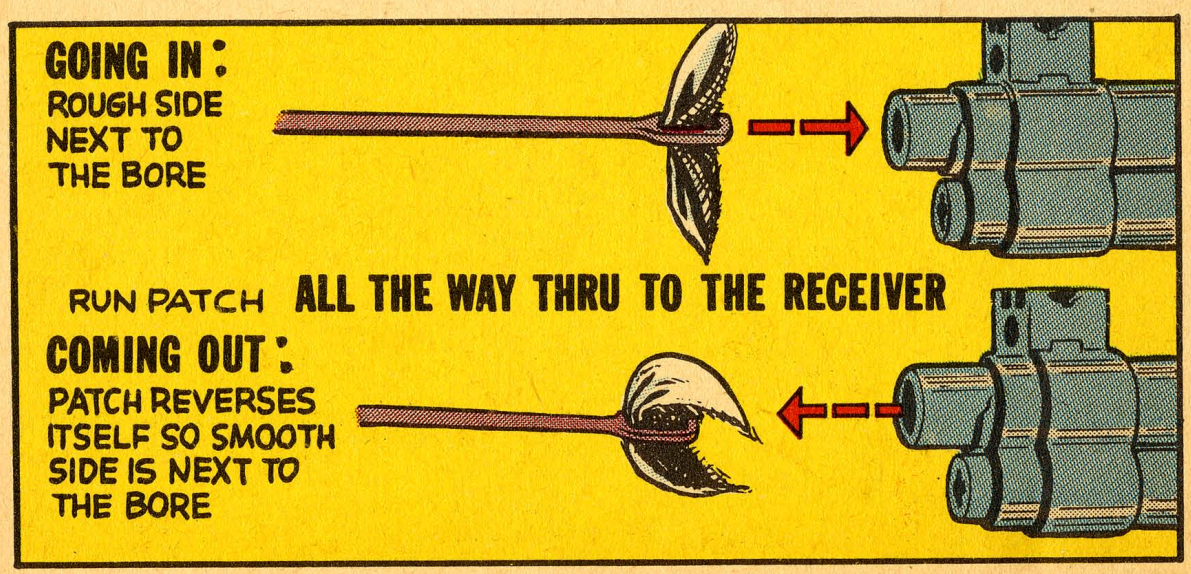
CLEANING THE BORE:

POWDER FOULINGS LEFT IN THE BORE CAN CAUSE PLENTY OF DAMAGE

USE:





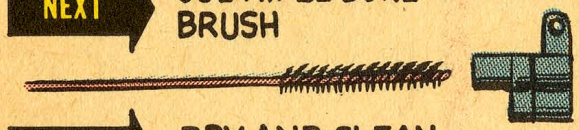


RUN IT THROUGH TWO OR THREE TIMES... WITH NICE STRAIGHT STROKES SO'S NOT TO RUB THE BORE AT THE MUZZLE END.

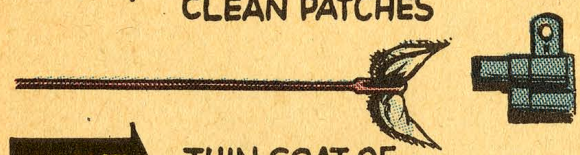
BUT BE CAREFUL WHEN YOU RAM IT HOME, IN CASE YOUR ROD'S TOO LONG.

I GET IT... SO'S NOT TO DAMAGE THE FOLLOWER AN' THE FACE O' THE BOLT!

NEXT USE RIFLE BORE BRUSH

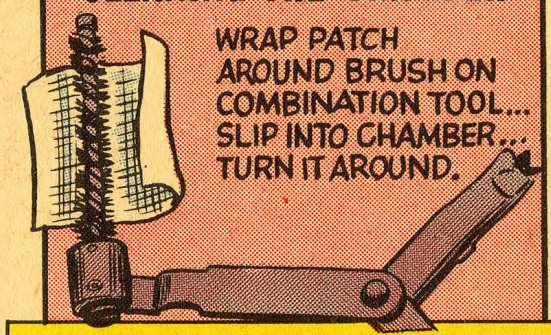


THEN DRY AND CLEAN BORE WITH CLEAN PATCHES



FINALLY THIN COAT OF LUBRICATING OIL

CLEANING THE CHAMBER



WRAP PATCH AROUND BRUSH ON COMBINATION TOOL... SLIP INTO CHAMBER... TURN IT AROUND.

WITH THE NEW M10 CLEANING ROD... USE THE FOUR SECTIONS AND TIP, SLIP IT IN THRU THE MUZZLE END SO TIP COMES DOWN INTO RECEIVER. THEN THREAD TWO PATCHES AND PULL ROD INTO CHAMBER. PUSH IT BACK INTO THE RECEIVER TO UNTHREAD PATCHES.

CHAMBER'S ALL CLEAN, CONNIE!

NOW, IF YOU'RE NOT GOING TO FIRE RIGHT AWAY, OIL THE CHAMBER LIGHTLY.

HEY... WHY THE **TOOTH BRUSH?**

IT'S HANDY FOR CLEANING SCREW HEADS AND OTHER PLACES HARD TO GET TO.

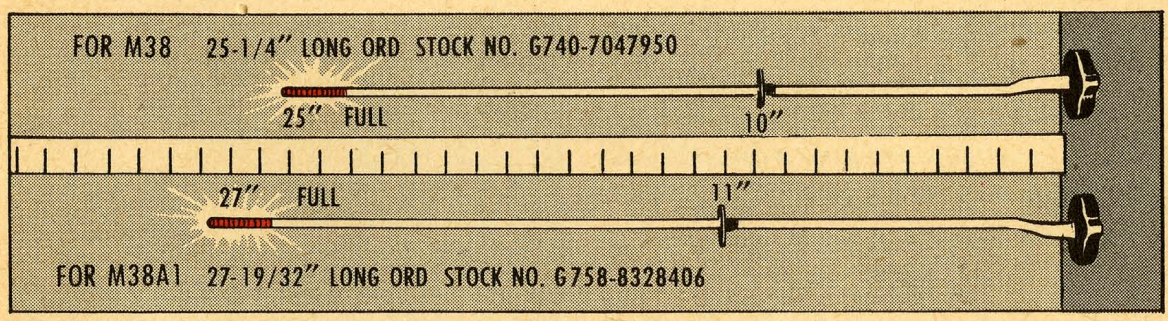
METAL PARTS
WIPE WITH DRY CLOTH.... THEN WITH OILED CLOTH
LUBRICATING OIL
STOCK AND HAND GUARDS
WIPE WITH CLEAN CLOTH.... THEN RUB IN OIL
LINSEED OIL
LEATHER SLING
RUB IN SOME OIL TO PRESERVE
NEATS-FOOT OIL
GUESS THAT DOES IT, HEY, CONNIE?
NOW WE PUT IT BACK TO-GETHER...
SAY, THAT'S AN A-1 M1!
YEP! IF YOU'LL CLEAN YOUR WEAPON LIKE IT TELLS YOU IN FM 23-5...
...AND NOW YOU HAVE A WEAPON TO BE PROUD OF! ANYBODY GOING TO TOWN?
I'M YOUR BOY!!
FOS.. YOU FOULED YOUR PIECE!!

STUCK WITH A STICK

The crankcase oil-levels of some M38A1's have been in the soup because someone's switching their dipsticks. Dunking the wrong size dipstick into the oil well won't give you the truth, and nothing but the truth. It may say FULL but not be full of oil.

The M38 and M38A1 have different length sticks. Although the name's the same for both—"Gage, oil, bayonet", the stock number isn't. For the '38 it's Ord Stock No. G740-7047950, which is 25-1/4 inches long. While for the 'A1, it's G758-8328406 and is 27-19/32 inches long. Both are measured from the cap's lower lip to the bayonet's end.

Sized up this way, the longer stick won't fit in the M38, so you can't go wrong here. But you'll be caught short when the shorter stick's in the 'A1.



GOT ITS NUMBER

Grit and grime in the oil should get snared in the M38A1's oil filter. But when the catch-all element gets ready for the junk pile, and it's time for a change, you'll find its stock number in that vehicle's new Ord 7 SNL G-758.

Because when the old SNL was written, it was intended for the 'A1 to use the Cuno-type filter like the M38. But somebody got fooled. After the first few came out with the Cuno, it switched to the military-junior cartridge-type filter. This is the same kind that helped pull the old World War II Jeep thru the war.

To get the latest dirt, with a clean filter, ask for Element, oil filter, Ord Stock No. H016-0540462. And change it at least every *D* service—more often if you're running under severe dusty conditions.

POT-METAL GOING TO POT?

Dear Half-Mast,

It seems that the pot-metal top-cover plate on the control tower of the M135 and M211 isn't holding up.

One of our fellas parked his vehicle and went in a building. He was coming right out so he let 'er idle. While idling she shifted into gear, ran into a parked car, and took off about $200 worth of fenders.

We checked to see what made 'er slip into gear and found the trouble in the tower cover. The cover had worn so much that the detent pins wouldn't hold the shift-lever in neutral.

Do you have any ideas how we can keep this from happening?

Sgt W. H. S.

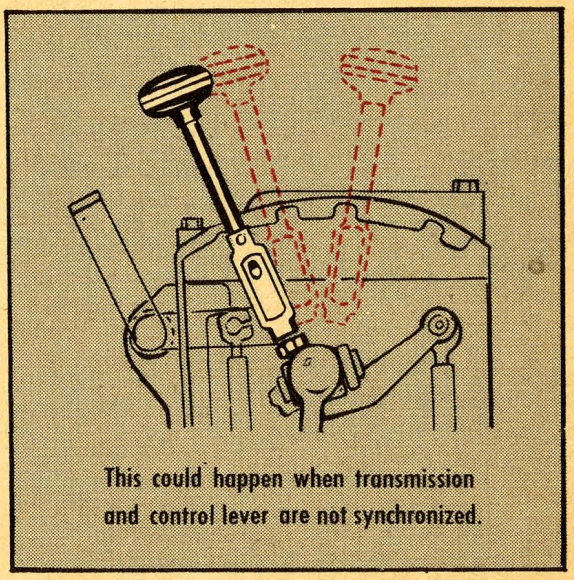
Dear Sgt W. H. S.,

Give that top the right treatment, and she'll hold up.

If you take a good look at that pot-metal cover you'll see that there are steel plates cast into it to give a wearing surface for the detents.

When you don't have the right adjustment on the transmission detents thru the linkage to the control-lever detents, you get a lot of excess wear. This is your source of trouble.

If the transmission and control-lever detents are not synchronized, you could be in gear at the transmission and only half way in at the control-lever. When this happens, the driver will force the binding shift-lever in place, causing wear on the cover. Some fellas not only force the lever in place but forget to depress it—that gives more wear.



This could happen when transmission and control lever are not synchronized.

You can find the adjustment on the detents and linkage on pages 261-262 in TM 9-819A.

Before you work the adjustment, check the parts for wear. You can't keep

the right adjustment with worn parts —replace 'em.

Now for the driver who goofed off a bit.

He should have known better than to leave a vehicle with its engine running. You always cut the engine when you leave the vehicle—can't tell when something might go wrong.

Nothing was said about the handbrake—doubt if he had it on.

That's all it takes, Sarge. The right adjustment in the inside and right handling on the outside.

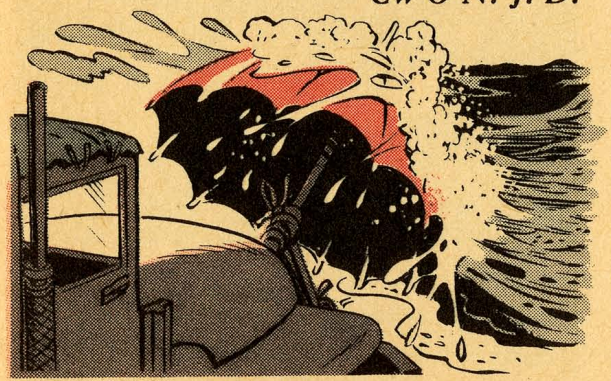
Half-Mast

RUSTY RADIATORS

Dear Half-Mast,

We are having lots of trouble with radiators corroding on our vehicles. Being near the sea, seems like salt air is doing this. What can be put on the radiator to prevent corrosion and yet not interfere with its cooling job?

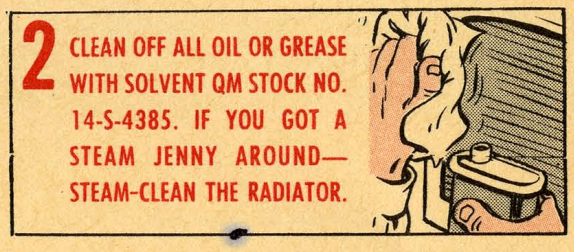
CWO N. J. D.

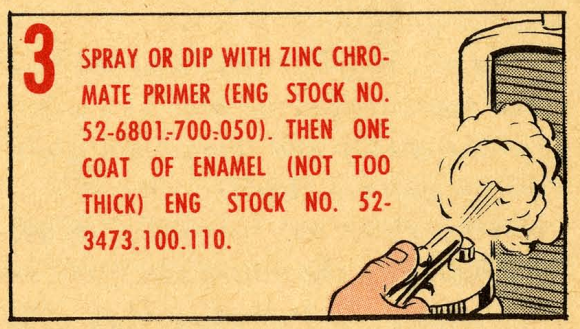


Dear Mister N. J. D.,

You've really got a headache. Corrosion of radiators has always been a problem, especially around salt air. All you can do about it is inspect the radiators more often.

Here's how to keep rust down to a minimum:





Here's one thing to watch: If you get the paint too thick on the radiator, it won't do that cooling job.

Studies are being made on ways of holding down corrosion and rust in radiators, 'specially in salt-water areas.

Half-Mast

HIGH-SPEED TRACTOR FILTERS

Dear Half-Mast,

Where can we get torque-converter vent-line filters for our M4 and M6 high-speed tractors? These filters don't seem to be listed or stocked anyplace.

WO J. H. W.

Dear Mister J. H. W.,

Those torque-converter filters are now called strainer assemblies and can

be found listed on page 45 of Ord 7 SNL G-150. If you need the whole assembly you can requisition Strainer, oil, oil cooler vent-line assy, Ord Stock No. G150-7098038. If you only need the screen, which is part of the assembly, you can order Screen, oil cooler vent-line strainer assy, Ord Stock No. G150-7098039.

Half-Mast

WINDSHIELD WANTS

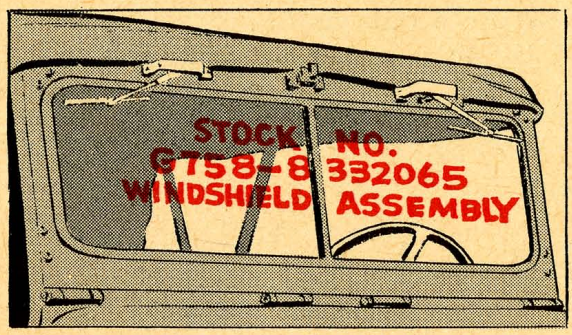
Dear Half-Mast,

Try as I might, I can't find the Ord stock numbers for the M38A1's windshield assembly and windshield glass. Can you give me a hand?

SFC C. L. W.

Dear SFC C. L. W.,

Helping-hand Half-Mast, they calls me. Just ask your Ordnance support unit for Windshield assy, Ord Stock No.



G758-8332065. And Windshield glass, Ord Stock No. H009-0837105. They're in Ord 8 SNL G-758, dated May 1954.

Half-Mast

A SOCKET DOES IT

Dear Half-Mast,

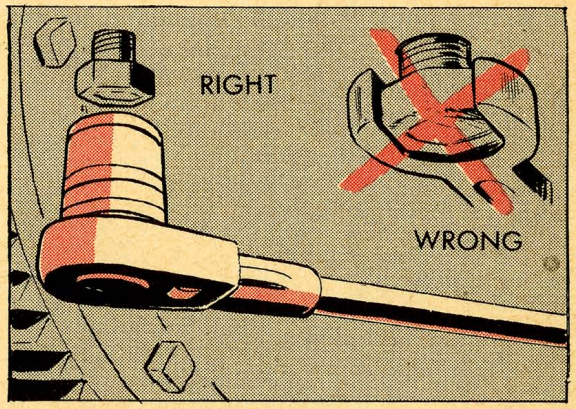
We've been having trouble removing the oil pressure and torus drain-plugs from the Hydra-Matic transmission of the M135's. We find that many of the plugs are undersize and the wrenches in the 2nd echelon tool sets #1 and #2 do not fit them. Got any suggestions?

Mr. R. E. H.

Dear Mr. R. E. H.,

There's a 7/16-inch, six point, 1/4-inch square-drive socket wrench listed in Ord 6 SNL J-7, Section 1 that'll do the job. It's part of the 1/4-inch drive-socket wrench set that's included in the 2nd-echelon Organizational Maintenance Tool Set No. 1, Common. You can requisition it under Ord Stock No. 41-W-2972-180.

Those plugs aren't undersize. They're made of a soft metal and most fellas take an open-end wrench to 'em—it just won't stay with 'em. Try the socket for size and you'll steal the show. You'll



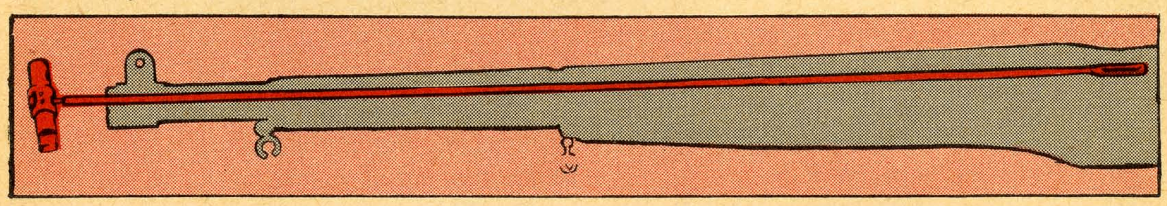
also find that transmissions beginning with Serial No. 302M-32406 carry a plug with Ord Stock No. G749-7084019. Transmissions before that called for an Ord Stock No. H106-0125947 plug.

Half-Mast

ARMAMENT

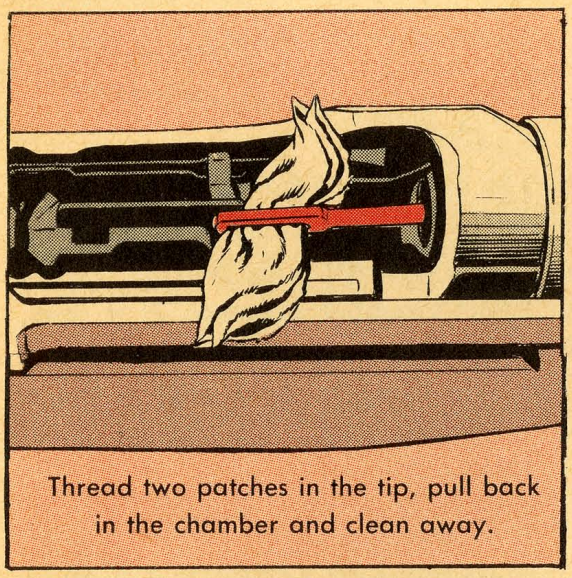
YOUR M1 RIFLE GETS A—

NEW CLEANING ROD



You've just been handed an M10 cleaning rod when you ordered a combination tool and thong. You look it over and ask just how this cleaning rod (Ord Stock No. B021-7162920) is going to replace the combination tool when you clean the chamber. Mighty easy, son, mighty easy.

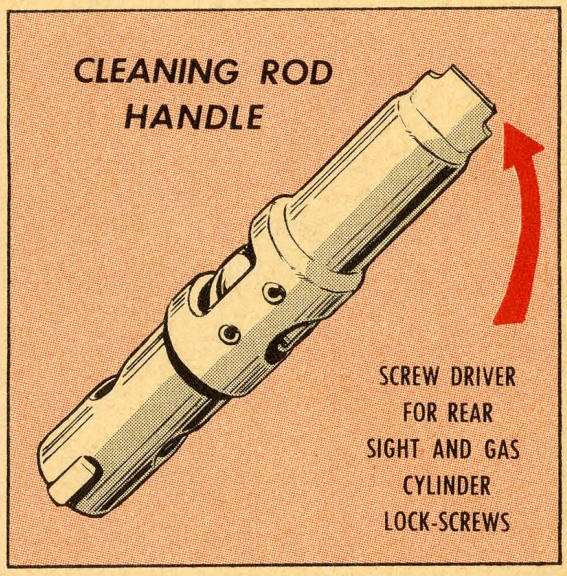
Use the four sections and the tip, slip it thru the muzzle end so the tip comes down into the receiver, then thread two patches in the tip.



Thread two patches in the tip, pull back in the chamber and clean away.

When you clean the bore you use the four sections and the tip with a patch—or the wire brush. But remember when using the brush you've got to push 'er all the way thru before you back 'er up or that brush might refuse to go either way.

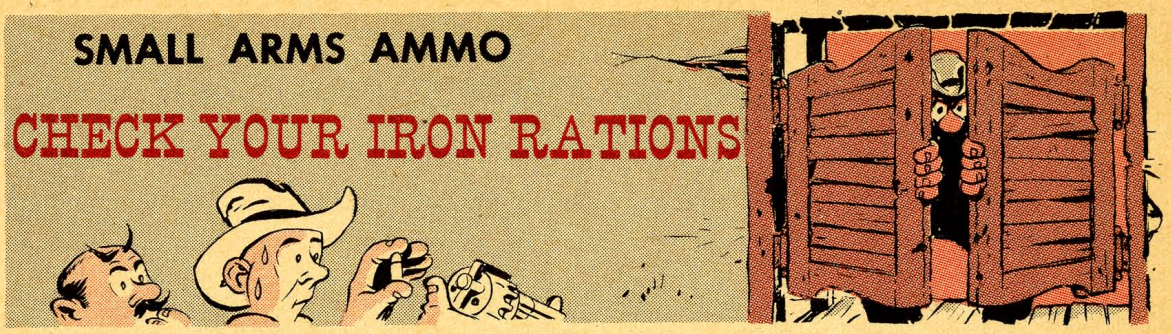
The handle of the rod's your combination tool. You can use it to replace a broken extractor with the bolt in your rifle.



When you're not using the rod, the four sections, patch tip and wire brush are placed in a cloth case or piece of cloth then stowed in the upper hole at the rear of the rifle stock. The handle is stowed in the oiler and thong case in place of the thong brush.

SMALL ARMS AMMO

CHECK YOUR IRON RATIONS



She'll be your friend if you treat'er right. Your weapon, that is.

That means you've gotta give her a good, clean diet that's had the best of loving care.

Your small arms ammo has to have the right care to hit the mark. That means protect it from mud, sand and water, and if your ammo gets dirty or wet, you gotta wipe it off with a clean, dry rag.

Oil or grease on ammo is **o-u-t.** The dust and dirt that collect on greasy ammo can ruin vital parts of your weapon. Or maybe jam up the works so she won't fire.

Clean ammo and a clean weapon go together like strawberries and cream.

The sun's all right for bathing beauties—but it's no place for your ammo. When powder (we're talking about ammo) is heated, too much pressure could build up when she's fired, and zing—she'd go that-a-way instead of this-a-way.

A cartridge with bad dents, scratches or loose bullets shouldn't be fired. Turn it in—but throwing it away or trying to get rid of it yourself is a mistake—and could be dangerous for you in more ways than one.

Open ammo boxes just before you use the stuff. If a box is broken or damaged, fix it quick but make sure you get all the markings on the new parts of the box.

There's danger of corrosion after ammo is taken out of its air-tight container, 'specially in places that are damp. When ammo becomes corroded it's no good.

Before you load your piece, take a look-see at your ammo.

Lots of things can be wrong with it. Learn what they are and how to spot them.

The bullet's too far back in the case. This can be serious especially if it's so deep it'll constipate the powder charge or affect chamber pressure. If it does, brother, look out—she'll really blow. The safe thing to do is **not** to fire a short-round.

Corrosion can cause your cartridge cases to look like a rainbow. Green, blue, yellow or white—regardless of what color the cases are, there's no pot of gold connected with them.

The metal gets weak when corrosion eats into it. It'll cause a rupture when fired. Also, the chemical deposit on the case will keep it from seating right in the chamber. So—best not fire it.

SEASON CRACK

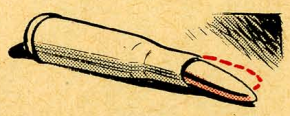
A split in the neck of the case can be a pain in the neck. It's usually caused by severe weather conditions. You can test for cracks by pressing down on the bullet end.

DENT AND BURR

Rough stuff causes denting and burring of your case. If the dent is large, it might cause dangerous pressure and then—wham—your weapon's had it.

Sometimes your cartridge won't chamber if it's got dents or burrs.

LOOSE BULLET



If you can move the bullet by twisting, pushing or pulling while you hold the cartridge, then you've got a loose bullet. And, if you load it, the bullet may get stuck in the bore if you decide to take the round out of the weapon.

MACHINE-GUN BELTS

Trouble might be brewing in the machine-gun belts if you don't give 'em the once-over.

Cartridges alined right—no shorts or longs?

Incendiary and tracer ammunition spaced right?

When your "typewriter" misbehaves, always look at the ammo for a possible source of trouble.

A misfire should be handled just like fresh eggs. Play too rough and it might explode.

When the primer shows that the firing pin came down on it hard enough to set off a primer, the ammo's no good—get rid of it.

If the cartridge fires with a weak "poof" and pushes the bullet only halfway thru the barrel—then lookout! Remove it—don't try to shoot it out. Firing another round will cause the barrel to burst or bulge.

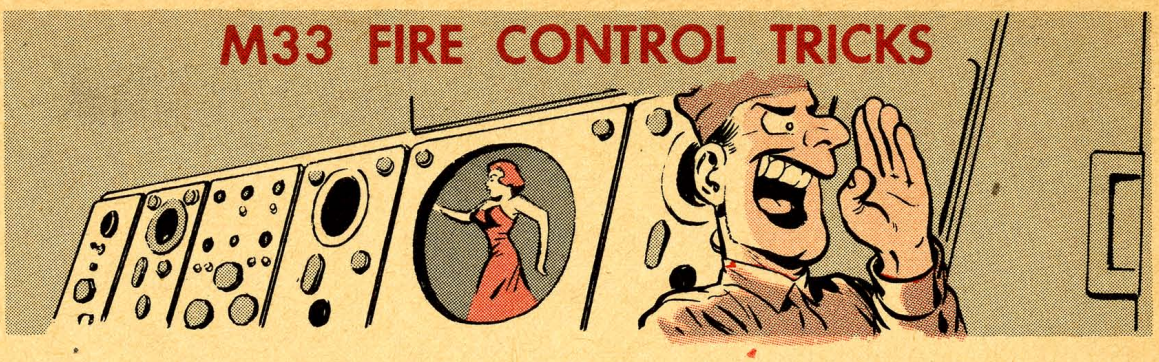
HANGFIRES AND MISFIRES

Because you can't tell a misfire from a hangfire right away, don't take chances. Wait 10 to 15 seconds before you open the bolt. (Unless you're in combat and can't wait.)

If your M1 misfires, you can recock it by working the trigger guard and refiring before opening the bolt. On the M1903 rifle, you can recock it by drawing back the cocking piece and refiring before opening the bolt. Your M1917 rifle can't be recocked without opening the bolt, so if you have a misfire wait a full minute before you open the bolt. When the carbine doesn't fire, pull the operating slide to the rear. If the bolt goes fully home, aim and fire again.

To keep from getting hurt in case of hangfire, hold the hand in front of the slide handle. If the round goes off that operating slide handle can deliver a mean kick.

M33 FIRE CONTROL TRICKS



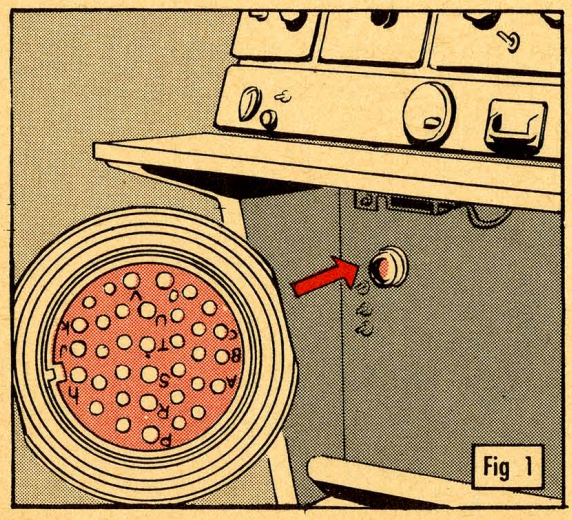
TURN 'EM IN

When you replace a 5780 or 5795 magnetron used in your M33 fire-control system, turn the old one in to your post Ordnance officer, and spare the junk pile.

A lot of so-called bad tubes have been checked later and found useful. If you think they're on the blink, turn them in to your post Ordnance officer and a re-check'll be made on 'em. If they can be used again they'll be put back to work.

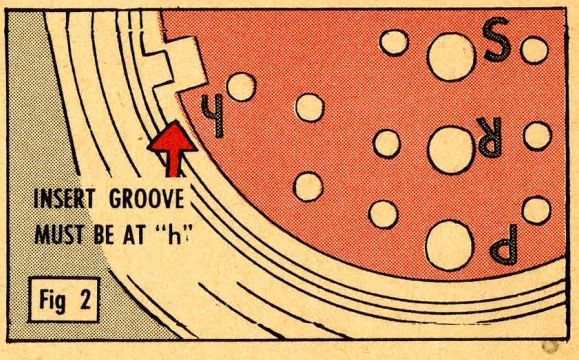
GOT TO BE IN THE "H"— NOT THE "P" GROOVE

Check the J4 power outlet on the kick plate of your M33 tracking console (Fig 1) and make sure it's in the groove—the right groove.



This test jack's a good outlet to plug in the 35-conductor power cable for the tracking RF-coupler when you're energizing the coupler inside the van for testing—but it's got to be right.

The key is in the correct place **only** when it's in the groove near the pin lettered *h* (Fig 2). If you find the key anywhere else or the insert groove at any place other than the *h* position, call on Ordnance to make a change.



SLIPPING ANTENNA

If you're having trouble with your M33 tracking-antenna slipping when you're tracking in winds under 40-MPH—better have Ordnance check its innards for a cleaning job.

Shooting too much grease in the spring-loaded follower rollers of the friction-drive motors in the azimuth and elevation-drive units will cause the slippage. Spare the grease and you'll track with ease.

STOP-LOOK-LISTEN

IF YOUR BABY'S MISBEHAVIN'

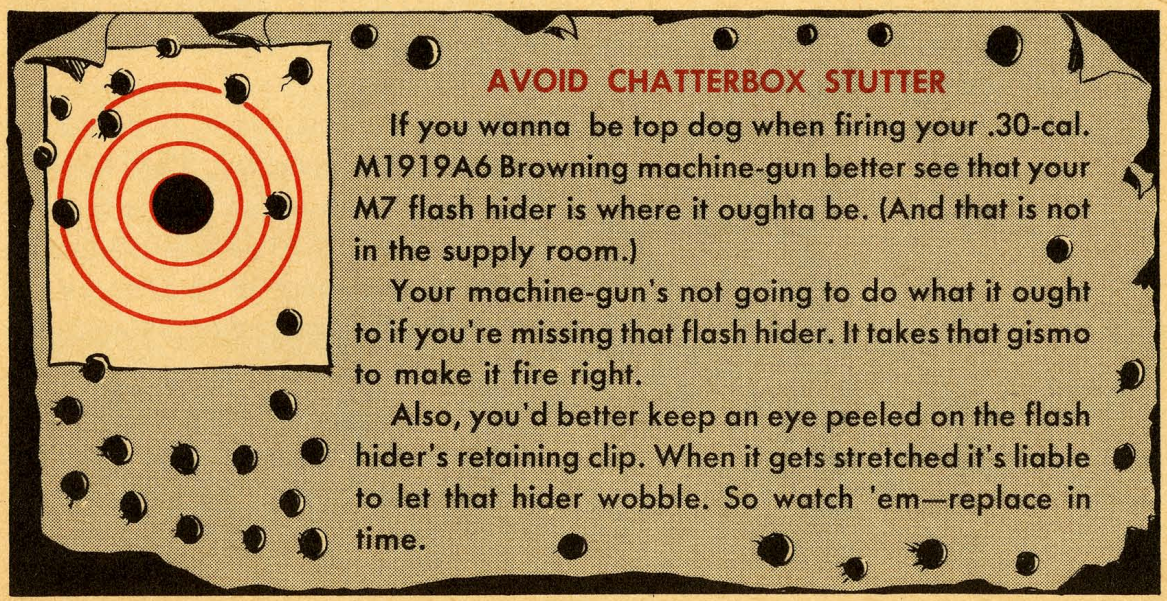
Singin' the blues is not gonna help—not one bit. It's time you change your ways.

Rough stuff was all right for the caveman who took his trusty club, and clomped it over the head of his fickle gal friend.

Times have changed—better care must be taken of weapons. They're not made to be clomped. As for the gal friend, well—use your judgment.

Even rugged equipment like the telescope mount M78 on the 75-mm recoilless rifle can't take it. There's always danger of the instrument light clamp snapping off when you treat 'er rough. It can also be put on the blink by failing to see that the clamp's secure in the closed position when the light's not mounted. And snug's the way you want that thumbscrew—not tight.

Unless you heed this—you'll find bent or broken eyebolts, separation of clamps from brackets and broken thumbscrews, so give it your ever-lovin' care; that way your piece will always be ready and waiting.



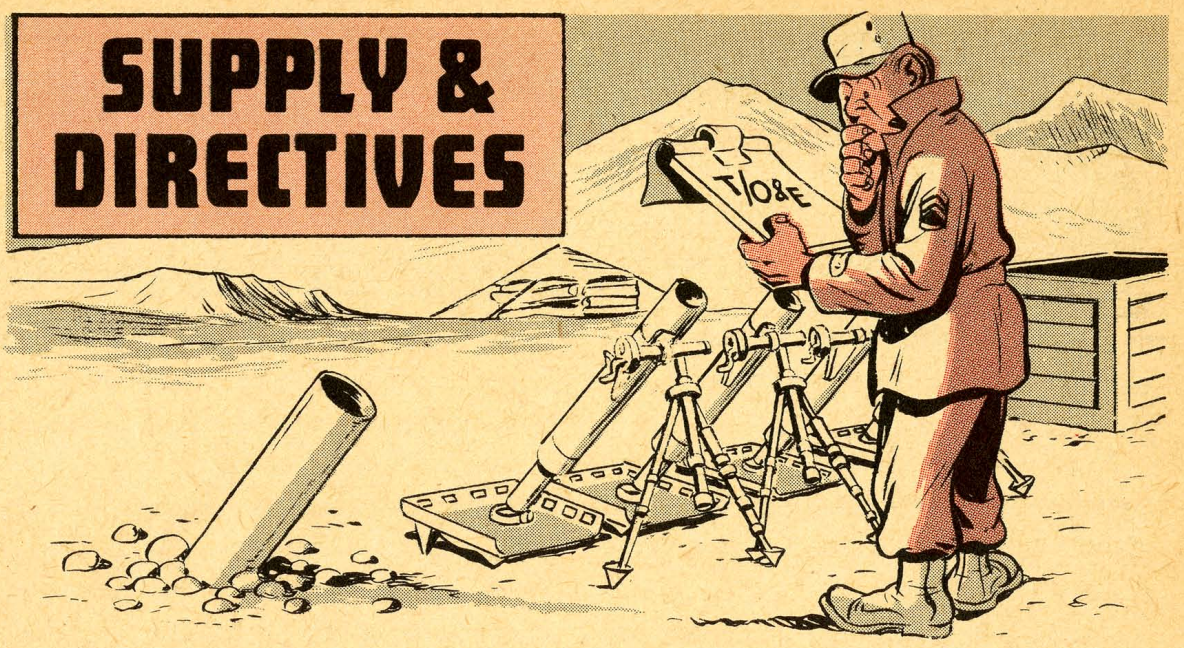
AVOID CHATTERBOX STUTTER

If you wanna be top dog when firing your .30-cal. M1919A6 Browning machine-gun better see that your M7 flash hider is where it oughta be. (And that is not in the supply room.)

Your machine-gun's not going to do what it ought to if you're missing that flash hider. It takes that gismo to make it fire right.

Also, you'd better keep an eye peeled on the flash hider's retaining clip. When it gets stretched it's liable to let that hider wobble. So watch 'em—replace in time.

SUPPLY & DIRECTIVES



TICKET TO NOWHERE

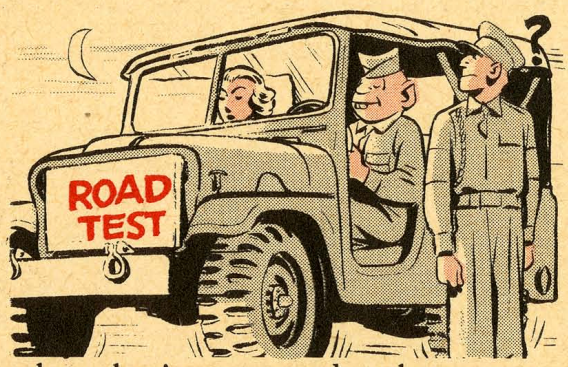
Dear Half-Mast,

Are trip tickets really necessary when you're road-testing vehicles? I hear scuttlebutt about no more than 20 miles being allowed for the job. On some posts they just hang a "Road-Test" sign on the vehicle and no ticket's needed.

CWO H. I. G.

Dear Mr. H. I. G.,

It's local orders that's got your vehicles' testing jaunts snagged. Men using the vehicles for something else,



when they're supposed to be out testing, is why some outfits have such rules. There's nothing in general directives that calls for a ticket when you're actually working on a vehicle.

Half-Mast

SCRATCH ORD 1

Have you XXX'd out Section II and III of your Department of the Army Supply Manual, Ord 1? And substituted SR 310-20-29 (15 Jan 54) and Change 1 (24 Apr 54) for these two sections?

If you haven't, you'd better—pronto.

This SR is an index of Ordnance Corps supply manuals. This includes the supply catalogs not yet replaced by supply manuals. (The new SNL's are called manuals instead of catalogs.)

You'll also find a numerical list of up-to-date SNL's and changes to them. There's also an alphabetical subject index. Lists of superseded and rescinded SNL's are there too.

You can scratch Ord 1, except for Section I which is still current.

HERE'S A LIST OF ADDITIONAL OFFICIAL PUBLICATIONS ON ORDNANCE EQUIPMENT WHICH ARE OF INTEREST TO A LOT OF YOU.

TM's

TM 9-6049, 'Scope mts M92 (T178), T178E1, Jul 54

TM 9-6131, 'Scope M84, Jun 54

TM 9-6147, Panoramic 'scopes M12A7C, M12A7D, M12A7F, M12A7G, M12A7H, M12A7K (M12A7E4), Jul 54

TM 9-9024-3, 3/4-in cap h-d univ-cur 115-v port elec drill w/vert std (Skilsaw Inc Mod 123 w/stand 4870) (40-D-357), Jul 54

TM 9-9033-6, 6-in univ cur 115-v 1/2-hp, port grind w/stand (US Elec Tool Mod OU 6-in w/stand) (40-G-128-10), Jun 54

TM 9-9087-3, 1/2-in cap sing-ph 60-cy 115-v long-col floor-drill press w/bench bracket (Boice-Crane Co Mod 1699) (40-P-1179), Jun 54

TM 9-9097-1 (TO 17-5BC-79), Sing-ph 60-cy 110-v 3/4-hp vert metal-cut (mach) band saw (Cont Mach, Inc Mod DoAll ML) (40-S-570), Jul 54

SNL's

Ord 8 SNL A-93 (TO 39D-5-15), .50-cal. AA MG mt (8346119) (7364875), Jul 54

Ord 8 SNL C-82, 76-mm gun, M32 (T91E3): mt, comb gun, M76 (T138E1); M76A1 (T138E2), Jun 54

Ord 8 SNL C-84, 76-mm gun M48 (T124E2); 76-mm gun carr M29 (T66), Jul 54

Ord 8 SNL C-86, 105-mm how T96E1; mt, 105-mm how T67E1, July 54

Ord 8, SNL D-49, 8-in how T89; 155-mm gun T80; 155-mm gun and 8-in how mt, T58, Jun 54

Ord 8 SNL D-50, 155-mm how mt M80 (T167), Jun 54

Ord 8 SNL D-60, Combo gun mt T148, Jun 54

Ord 8 SNL D-65, 762-mm rkt lnchr, trk mtd, XM289, Jul 54

Ord 8 SNL D-66, 762-mm rkt trlr, XM329, Jun 54

Ord 8 SNL F-329, Table, graph firing, M39, M39A1, M40, M40A1, M41, M41A1, M42, M43, M43A1, M44, M44A1, M45, M45A1, M46, M47, M47A1, M48, M49, M50, M51A1, M57, Jul 54

Ord 9 SNL F-350 Vol 9, T38 FCS, Jun 54

Ord 8 SNL F-351, Table, graph site, M52, M53A1, M54, M55, M56, Jul 54

Ord 8 SNL F-383, 'Scope T159, T159E1, Jul 54

Ord 9 SNL G-249 Vol 18, Winteriz equip—kit, trk-tractr, 4- to 5-t, 4x4 (Autocar, Mod U7144T, COE), Jun 54

Ord 9 SNL G-249 Vol 28, Winteriz equip—kit, crrge, motor, twin 40-mm gun, M19A1, Jun 54

Ord 7 SNL G-744, Chassis, trk, 5-ton, 6x6, M40, M61, M63, M139, M41, M54, M55, M51, M52, M246, M62, Jun 54

Ord 9 SNL G-758, Trk util 1/4-t 4x4 M38A1, Jun 54

Ord 7-8 SNL G-798, Bomb trlr 2-t 4-wh M143, Jun 54

Ord 7-8 SNL J-671, Univ tester vibr (7560085), Jul 54

Ord 7-8 SNL J-730, Crankshaft gage, sizing, contin meas, w/indicator grad in 0.0005 in., two calipers, 1 to 3-in and 3 to 5-in range, and hyd mting w/sup arm (Federal Prod, Arnold Mods L and R) (40-G-8), Jun 54

ORDNANCE MWO's

D32-W18, 120-mm AA gun mts M1A1, M1A2: Modify hyd jack assys to provide impr lift action at all temp, **D,** Jul 54

G1-W48, Tanks M46, M46A1, M47: Instal relay box w/6.4-ohm resistor, **D,** Jul 54

G1-W51, SP twin 40-mm gun M42 (T141); Tanks M41 (T41E1), M41A1 (T41E2): Instal addi crowbar stow brkt, **D,** Jul 54

G1-W52, Tanks M47; M46A1: Prevent carb monox enter crew compart, instal aux eng oil drain hdle retain spg, fire ext noz brkt, **D,** Jul 54

G251-W6, Tank M41 (T41E1): Instal hand refuel pump, **F,** Jul 54

G262-W19, Tank M47: Elim interfer betw loadr peris hous-rng fdr, **D,** Jul 54

G266-W1, Tractor-mtg dozer T8E4: Instal lift eyes dozer moldbd assy, **D,** Jul 54

G740-W8, 1/4-t 4x4 util trk M38: Alter btry hold-down frm, **D,** Jul 54

G788-W3, 36-pass 4x2 integ bus (Twin Coach Model F-32-F): Rerou wtr pmp bld line, instal new compr wtr line, **D,** Jul 54

TB's

TB 9-755B-3, Arm inf veh M75: Instal batt, **O,** Jul 54

TB 9-804-11 (TO 19-75CCB-2), 1/4-t 4x4 util trk M38: Elimi fuel pmp, diaph fail, **D,** Jul 54

TB 9-871A-1 (TO 19-75AB-30), 1/4-t 2-wh cargo trlr M100: Remove sfty chains, **O,** Jul 54

TB 9-2855-8 (TO 19-75CFBA-8), Instal pers htr kit for 2-1/2-ton, M34 trk, **D,** Jul 54

TB 9-2855-18 (TO 19-75CFBA-30), Instal pers htr kit for 5-ton trks M41, M51, **D,** Jun 54

TB 9-8806-2, 29-pass 4x2 BOC Bus (Ford Mod F5) (8-cyl, 6-cyl engs): Alter eng oil filt mtg, **F,** Jul 54

TB 9-8820-12 (TO 19-75AFB-36), 36-pass 4x2 integ bus (Twin-Coach, Mod F-32-F): Prevent enlarg alternator mtg stud holes, **D,** Jul 54

TB Ord 444-11, 2-1/2-ton 6x6 shop-van trks: Transf sig corps radio rep load from sig corps rep trk M30 to new shop-van trk M109, M220, **D,** Apr 54

TB Ord 564, Assy air line to check air brakes on towed vehs, w/air sup by shops, **D,** Jul 54

TB Ord 566, Wt zones, shell, HE, M1, comp B loaded, for 105-mm how and cart, HE-T, T91, w/fuze, for 90-mm guns, M36, M41 and T125, Jul 54

LO's

LO 9-3026-2, Gun, 75-mm, T83E6 or T83E7 on mt, gun, AA, 75-mm, T69 (T38 FCS), Jun 54

LO 9-7008, Tank, M46, M46A1, Jun 54

LO 9-7418, Inf veh, arm, track, M75 (T18E1), Jun 54

LO 9-8012, 1/4-t trk 4x4 util M38, May 54

LO 9-8206, Bomb, trlr, 2-t 4-wh, M143, Jun 54

MISCELLANEOUS

FT 81-B-5 (Abr), Mortar, 81-mm, M29, M1 on mts, mortar, 81-mm, M23A2, M23A1, M23, M4, M1 firing shell, HE, M43A1, M43A1B1; shell, TP, M43A1, M43A1B1; w/fuze, PD, M52A2; fin, M3; cart, ignit, M8; prim, perc, M34; incre, propel, M1A1, Apr 54

FT 90AA-B-5, Gun, 90-mm, M1 series on mt, AA, 90-mm gun, M1A2; gun, 90-mm, M2 series on mt, AA, 90-mm, gun, M2A1 firing shell, HE, M71 w/FCS, AA, M33C, Apr 54

Ord 5-3-3, List of items, price guides, parts, equip for wpns, sight and fire contr, Jun 54

Ord 5-5-3, Cross-ref list, Stock No. G103-0105580-G162-5332124, Apr 54

SB 9-60, Commercial type veh, Jul 54

NOTE—On TB's and MWO's:
O—Organizational Maintenance
F—Field Maintenance
D—Depot Maintenance

ELONGATED BLAST

Dear Sgt Dozer,

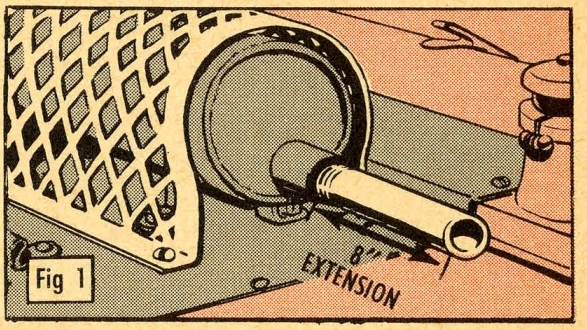
I'm in the M33 section of a radar fire-control branch, and we have trouble with the exhaust blast on the Hobart 400-cycle generators. The exhaust is plenty hot and damages the cowling.

We whipped the problem by putting an extension on the exhaust. All you need is a piece of 2-inch pipe about 8 inches long, threaded on one end. You can see what it looks like in Fig 1. Be sure the pipe can take the heat.

Cpl G. A. R.

Dear Cpl G. A. R.,

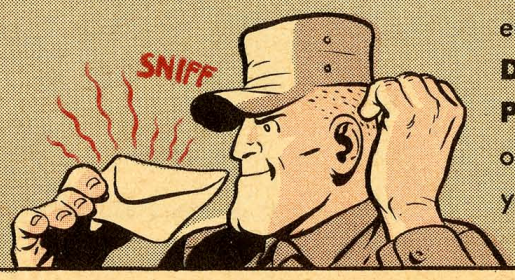
Yep, a hot blast can really set you going. Your idea looks good. That ex-



tension'll definitely save wear and tear on the cowling.

Bull Dozer

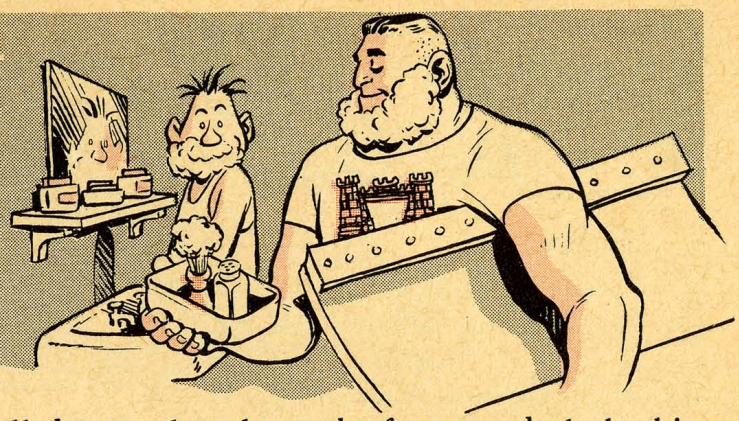
LET SGT DOZER KNOW



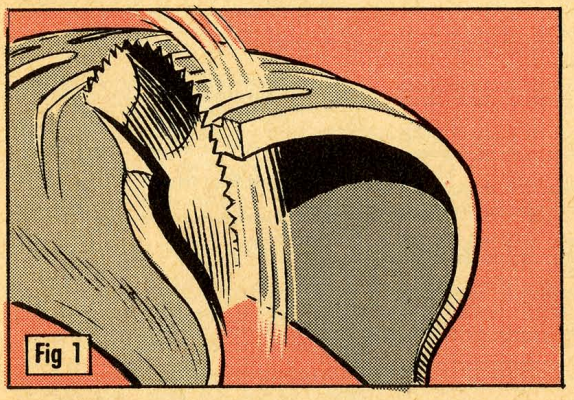
If you've got a problem or suggestion on the care and operation of your Engineer equipment, just whip off a note to **Sgt Bull Dozer, c/o PS Magazine, Aberdeen Proving Ground, Maryland.** He'll not only reply with the right dope, but maybe use your letter in his column.

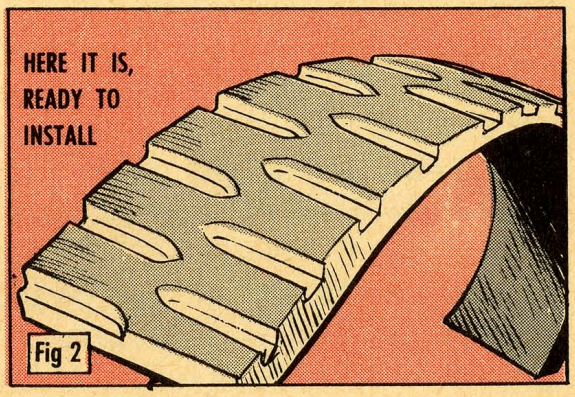
on your grader

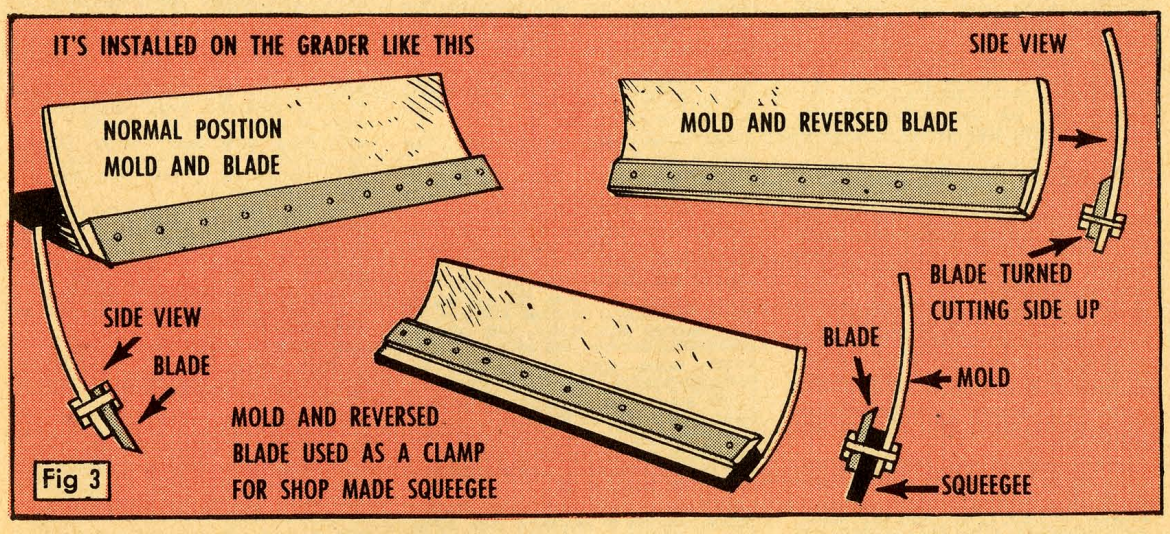
HOW'RE YOU FIXED FOR BLADES?



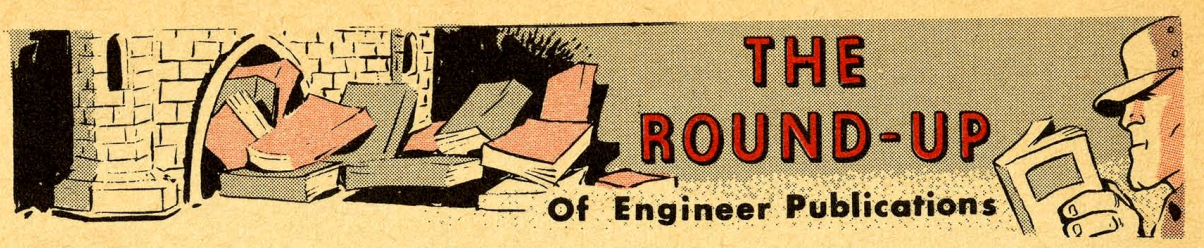
When your road grader is called on to clear the roads of snow and slush this winter, you can make life a lot easier for its blade if you rig it up with this home-made squeegee. Check with the Ordnance salvage section to obtain scrap tires for the squeegee, and cut like this:







The squeegee will not only save your grader's blades, but will be easier on road surfaces than an earth-cutting blade. Take care not to exert too much **oomph** on the rubber strips, 'cause they won't last long under pressure.



TM's

5-2097, Pump, cent, gas-dr, base-mtd, 4-in dis, suc, 480-gpm 300-ft head, Weinman mod JC, May 54

5-4061, Tamper backfill, pneu, Worthington Mod W-8, May 54

5-5313, Gen set, elec, port, skid-mtd, gas-dr, 7-1/2-kw, 400-cyc, 120/208-v, 3-ph, 4-wire, 120-v, 1-ph, 2-wire w/750-w output rect, Master Vibrtr Mod EG-107, Dec 53

5-5179, Eng, gas, Herc. GX, HX series, Mar 54

5-5363, Gen set, port, gas-dr, base-mtd, air-cool, 2-kw, 60-cyc, 115-v, 1-ph, Onan Mod 2 CK-1M, Apr 54

5-4121, Saw, cir, woodwrk, port, mot-dr, 8-1/4-in blade, 115-v, Mil Elec Tool Mod 825, May 54

5-5368, Charger, batt, port, base-mtd, gas-dr, 12-v, 2-kw, Onan Mod 2BH-212E, Apr 54

5-1079, Heater, asph, trlr-mtd, 3-car cap, 42-hp, Williams Bros. Mod 5G-45T, Apr 54

5-1101, Roller, road, gas-dr, tandem 2-ax, 5- to 8-ton Lewis-Browning Mod Pierce Bear S-58, Apr 54

5-3009, Tractor, whl-type, gas-dr, 3000/3700 lbs, DBP, Massey-Harris Mod I-162G, Mar 54

5-5219, Eng, gas, Herc, JX, JXL series, Mar 54

5-1346, Scraper, road, towed, cbl-opr, 12-cu yd, Wooldridge Mod BBU, Apr 54

5-9258, Truck, grbg, compact, 5-ton, 14-cu yd cap, Sicard Mod, Saninan, SM-4, Feb 54

5-9321, Sprayer, paint, pneu, port, w/o comp, 5-gal galv stl tk, gun, accs, Binks Mod E-IC, Mar 54

TB's

5-5146-1, Gen set, port, gas-dr, skid-mtd, liq cool, 5-kw, 120/208-v, 1- and 3-ph, 60-cyc, 4-wire, Hallingsworth Models CE-50-AC and CE-50-AC/WK-2, June 54

5-5098-1, Compressor, air, stnry, rcvr-mtd, gas-dr, 16-cfm, De Vilbiss Mod VAFE-501, May 54

5-2299-1, Pump, cent, gas-dr, base-mtd, 4-in dis, 500-gpm at 20-ft head, Carter Mod 30MCC-G (Wintrzd Ut), w/Cont Eng Mod F-140, Apr 54

5-5457-1, Welder, elec arc, gas-dr, 200-amp, 40-v, trlr-mtd, 3-kw, aux gen, Hobart Mod GL-2183-S, Apr 54

5-5087-1, Gen set, port, gas-dr, skid-mtd, 1-1/2-kw, 120-v, 1-ph, 60-cyc, Midco Mod EC-51, Mar 54

5-5081-1, Gen set, port, gas-dr, skid-mtd, 5-kw, 120/208-v, 1- and 3-ph, 60-cyc Kohler Mod 5 MH81, Mar 54

5-2242-1, Pump, cent, gas-dr, base-mtd, 2-in dis, 2-in suc, 166-gpm at 25-ft head, Carter Mdls 10MW7 and 10MSW7 (less eng), Mar 54

5-3554-1, Trailer, fire, pmpr, 2-whl, 500-gpm Hale Mod CFS, Mar 54

5-5067-1, Gen set, port, dsl-dr, skid-mtd, 15-kw, 127/220-v, 3-ph, 60-cyc, conv to 230/400-v, 3-ph, 50-cyc, O'Keefe and Merritt Mod, Feb 54

5-5339-1, Compressor, air, stnry, rcvr-mtd, gas-dr, 3-cfm, Kellog-American Mod GE-140, Mar 54

5-5363-1, Gen set, port, gas-dr, base-mtd, air-cld, 2-kw, 60-cyc, 115-v, 1-ph, Onan Mod 2CK-1M, Mar 54

5-9109-1, Clnng Unit, stm, shp whl-mtd, oil-burn, one-gun, nozzle-contrld, Homestead Mod JL, JMI, JO, and OD 150, Mar 54

5-9192-1, Ice Plant, 15-ton, equip only, mtr-dr, 208-v, 60-cycle or 400-v, 50-cycle, 3-ph, York Mod, Comp Ser No. A-330608 and Hghr, Mar 54

5-9195-1, Ice Plant, 3 and 6/10-ton, equip only, mtr-dr, 208-v, 60-cyc, or 400-v, 50-cyc, 3-ph, York Mod, Mar 54

5-9257-1, Truck, grbge, load pckr, 15- and 20-cu yd cap, 5-ton, 4x2, 2 dual tires, Leach Mod Parkmaster (less trk), Mar 54

5-9459-1, Air-cond Unit, skid-mtd, self-cont type, wtr-cld, w/clng tower, 5-hp, 220-v, 3-ph, 60-cyc, 70,000 BTU, per hr, Chrysler Airtmp Mod 1901, Mar 54

5-1027-2, Loader attchmt, earth belt-type, hyd-optd, 30-in x 17-ft 4-1/2-in belt, Austin-Western Mod 99H, Mar 54

5-4121-1, Saw, circ, wdwkg, pble, mot-driven, 8-1/4-in blade, 115-v, Milw Elec Tool Mod 825, Mar 54

5-5006-1, Gen set, port, gas-dr, base-mtd, 30-kw, 125/250-v, 3-ph, 60-cyc, Intl Fermont Mod M30 GCT-SH6 (less eng), Mar 54

5-5085-1, Chgr, batt, port, skid-mtd, gas-dr, 2-kw, 12-v, w/cryg case, Onan Models OTC-33 and OTC-33B, Feb 54

LO's

5-2029, Pump, cent, gas-dr, base-mtd, 4-in dis, 4-in suc, 480-gpm at 300-ft head, Carter Mod 504 CW (less eng), May 54

5-8025, Boat, bridge erection, gas-pwrd, alum, twin screw, 2 sctns, 27-ft w/Gray Marine Engines, Exprss Series (Mod 6-244), Apr 54

5-5051, Gen set, port, gas-dr, skid-mtd, 5-kw, 120/208-v, 1- and 3-ph, 60-cyc, Onan Model 5ABG-4M, Apr 54

5-2013, Pump, cent, gas-dr, base-mtd, 2-in dis, 2-in suc, 100-gpm at 100-ft head, Gorman-Rupp Mod 1205A, Apr 54

5-4011, Saw, circ, wdwkng, 16-in blade, tilting arbor, mtr-dr, 5-hp, 220-v, 3-ph, 60-cyc, Northfield Mod 4, Mar 54

5-5085, Chrgr, batt, port, skid-mtd, gas-dr, 2-kw, 12-v, w/caryng case, Onan Models OTC-33 and OTC-33B, Apr 54

5-9111 Charging Plant, trlr-mtd, acet, Sight Feed Gentr Co Mod TM CP-750, Mar 54

5-4061, Tamper, backfire, pneu, Worthington Mod W-8, Mar 54

5-4083, Digger, clay, pneu, 25-lb class, 7/8-in hex x 2-3/4-in chuck, Worthington Mod W-14, Mar 54

5-5002, Gen set, elec, port, dsl-dr, skid-mtd, 15-kw, 120/208 or 240/416-v, 3-ph, 60-cyc, conv to 120/208 or 240/416-v, 3-ph 50-cyc, Consolidtd Dsl Elec Mod 1664, Mar 54

5-5004. Gen set, elec, port, dsl-dr, skid-mtd, 30-kw, 120/208 or 240/416-v, 3-ph, 60-cyc, conv to 120/208 or 240/416-v, 3-ph, 50-cyc, Buda Mod DP 30A3CE, Mar 54

5-4065, Naildrvr, pneu, ind phenumatic, Thor Mod 63N, Feb 54

5-9109, Cleaning unit, stm, shop, whl-mtd, oil-burn, one gun, nozzle-contrld, Homestead Models JL, JMI, JO and OD 150, Mar 54

5-9170, Heater, gas-burn, w/blwr, 110-v, 60-cyc, AC, Hunter Mod UH-3D, unit heater, Feb 54

5-9517-1 and 5-9517-2, Crane-shvl, pwr unit, rvlvng, trk-mtd, pneu tires, 6x6, two eng dr, gas-dr, 20-ton cap at 10-ft rad, 3/4-cu yd Gar Wood Buckeye Mod M-20-A, with attchmts (less carrier and eng), Mar 54

5-1077, Heater, asph, trlr-mtd, 3-car cap, 42-hp, William Bros. Mod SG-41-T, Mar 54

5-1374 Breaker, paning, gas-dr, Syntron Model PB-51, style 1870, Mar 54

5-5007, Gen set, elec, port, dsl-dr, skid-mtd, 30-kw, 120/208 or 240/416-v, 3-ph, 60-cyc, conv to 25-kw, 240/416-v, 3-ph, 50-cyc, O'Brien Dslctrc Corp Mod, Mar 54

5-5057, Gen set, elec, port, dsl-dr, skid-mtd, 100-kw, 120/208 or 240/416-v, 3-ph, 60-cyc, conv to 120/208 or 240/416-v, 3-ph, 50-cyc Buda Mod DC 100A3CE, Mar 54

5-5180. Engine, gas, Herc Mod ZXB, Mar 54

5-5343, Comprssr, air trlr-mtd, two whls, gas-dr, airborne, 105-cfm, Schramm Mod 105, Pneumapower, Mar 54

5-9151, Winch, logging, rear mtg, 3-drum, main, haulback and straw, 17,100 to 24,000-lbs dbp trctr, Hyster Mod D7L, Feb 53

5-9107, Gen, oxy and nit, mtr-dr, semitrlr-mtd, van type w/dolly, pneu tires, cap per hr, oxy, liq, 70-lbs, gaseous, 1000-cu ft; nit, high purity, 200-cu ft, Air Prod Mod A-2, Mar 54

5-9171, Heater, gas-brnng, w/blwr, 110-v, 60-cyc, AC, Hunter Mod UH-3D, unit htr, Feb 54

5-9222, Pump, cent, for pet pipe line, gas-dr, skid-mtd, 4 stage, horiz split, 4-in, 250-lb flanged dis and suc, w/4-in grved type adpter, Peerless Mod 4-in USPL, 4 stg, Mar 54

5-9277, Sweeper, rtry, 3 whl-mtd, self-prop, gas-dr, one-way sweep, Austin-Western Patrol Mod, Mar 54

5-9635-1 and 5-9635-2, Crane-shovel, pwr unit, revlvng, crwlr-mtd, 40-ton cap, 2-cu yd, Bucyrus-Erie Mod 51 B (less eng), Mar 54

5-9706-1 and 5-9706-2, Crane-shovel, pwr unit, dsl-dr, revlvg, crwlr, 30-ton cap, at 12-ft rad, 1-3/4-cu yd, Link-Belt Mod K-370, Mar 54

5-1154, Kettle, asph repair, trlr-mtd, with gas-dr hand spray, 165-gal cap, Littleford Mod 84-HD-3, Mar 54

5-4121, Saw, circ, wdwkng, port, motor-dr, 8-1/4-in blade, 115-v, Milw Elec Tool Mod 825, Mar 54

5-5005, Gen set, elec, port, dsl-dr, skid-mtd, 30-kw, 120/208-240/416-v, 3-ph, 4-wire, 60-cyc, conv to 120/208-240/416-v, 3-ph, 4-wire, 50-cyc, Hill Dsl Engine Corp Mod 6K, Mar 54

5-5137, Gen set, port, dsl-dr, skid-mtd, 50-kw, 127/220-v, 3-ph, 60-cyc or 230/400-v, 3-ph, 50-cyc, General Mtrs Mod 6016F, Mar 54

5-5363, Gen set, port, gas-dr, base-mtd, air-cld, 2-kw, 60-cyc, 115-v, 1-ph, Onan Mod 2 CK-1M, Feb 54

MWO's

5355-1, Gen set, elec, port, dsl-dr, skid-mtd, liq-cooled, 60-cyc, 120/208, 240/416-v, 3-ph, 4 wire, conv to 50-cyc, 240/416-v, 3-ph, 4-wire, at 83% of 60-cyc full-ld cap, 30-kw, Ready-Pwr Mod RD14A12, type AE, winterized, Mar 54

5045-1, Gen set, port, gas-dr, skid-mtd, 5-kw, 120-v, 1-ph, 60-cyc, Onan Mdls WC4-7.55, Mar 54

ENG's 7/8

5454, Comprssr, air, whlbrrw frame-mtd, gas-dr, 4-cfm; OS-56-15-3, Bendix Westnghse Mod 2-US-4-VA (66-3290.004.200), May 53

2018, Pump, sump, pneu, 3-in dis, 175-gals per min at 25-ft head, Chicago Pneu Mod CP-2 suprsds Eng 7-P86, Apr 45 (11-7468.700.300), Jan 52

4020, Drill, pneu port, rock, drytype, 55-lb cls, ES 44-185, 1x4-1/4-in chuck, Thor Model 75 suprsds Eng 7-D72, 28 Feb 45 (66-4575.550.700), Mar 52

4064, Breaker, paving, pneu, 60-lb size, 1-1/4x6-in chuck; JAN-B-467, Ingersoll-Rand Mod CC-60 suprsds Eng 7-B63, 15 Mar 45 (66-2435.610.500), Jun 52

4068, Breaker, paving, pneu, 80-lb size, 1-1/4x6-in chuck; JAN-B-467, Ingersoll-Rand Mod CC-80 suprsds Eng 7-B62, 20 Mar 45 (66-2435.855.450), Aug 52

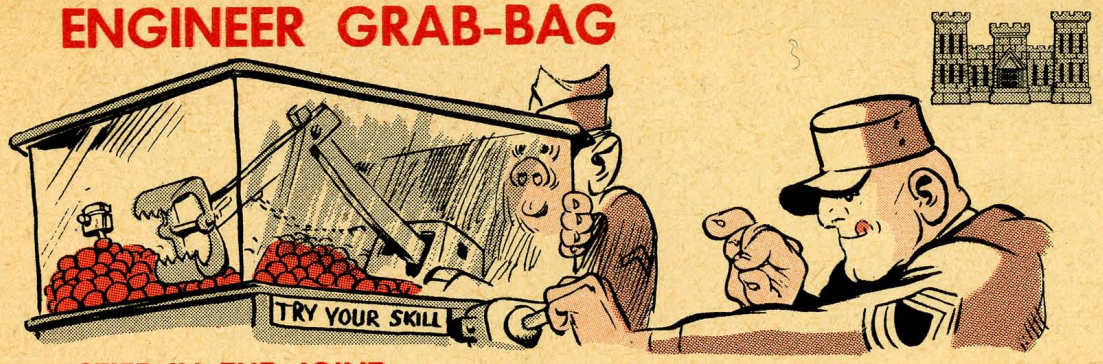
4190, Grinder, pneu, rtry-type, 8x1-in max whl cap, EST-8120, Ingersoll-Rand Mod 4-G suprsds Eng 7-G83, Mar 45 (40-5257.800.500), Oct 52

9322, Sprayer, paint, pneu, port, w/comprssr, mtr-dr, 1/4-hp, 110-v, 60-cyc, 1-ph, ES 42-91; Binks Roche Type SP 1-4E-J suprsds Eng 7-S114, 28 Feb 45 (40-9052.600.200), June 52

9480, Air-cond unit, base-mtd, self-contained type, air-cld, 3-hp mtr, 115-v, 60-cyc, 1-ph, 615-cu ft per min, 18,000 BTU ph, cmplte with accssries, Typhoon Mod PA-300 (66-1093.200.850), Mar 53

9479, Air-cond unit, base-mtd, self-contained type, air-cld, 3-hp mtr, 115-v, 60-cyc, 1-ph, 615-cu ft per min, 18,000 BTU ph, cmplte with accssries, Carrier Corp Mod MX-31/MP (66-1093.200.150), Feb 54

ENGINEER GRAB-BAG



STIFF IN THE JOINT

When you get stiff in a joint, about the only thing you can do is let it wear away.

The same's true when it comes to stiffness in the links of a new track on your dozer, shovel or other crawler. It's not caused by lack of clearance between the track pins and bushings—the track's just not broken in yet.

Never lubricate new tracks. Lube won't help the stiffness, 'specially in the long run. The lube'll just collect and carry dirt and grit between the pins and bushings. Then you'll really have troubles. Yep, those new tracks will last longer and work better if you'll let 'em work out their own stiff joints.

THOSE SPARE PARTS

You don't need to panic if you discover that there's no Eng 7 or 8 for your piece of Engineer equipment. Until a supply manual is available use either the equipment's TM or manufacturer's maintenance manual for ordering spare parts. SR 711-15-5 (15 Jan 54) explains this in para 32.

Just make a note on your requisition telling what manual you got the nomenclature and parts number dope from for the parts you're ordering—plus all information as to make, model and serial numbers. This'll help identify the major item.

CYLINDER STUFFINGS

In case you're stuck on finding dough to get those acetylene cylinders refilled, you can find the answer in SR 700-51-118. Funds for this job hafta come from the Corps of Engineers. Check with the Engineer depot or the Engineer supply section of the General Depot that has supply responsibility for your area. They've got all the dope on up-to-date local purchase regulations.

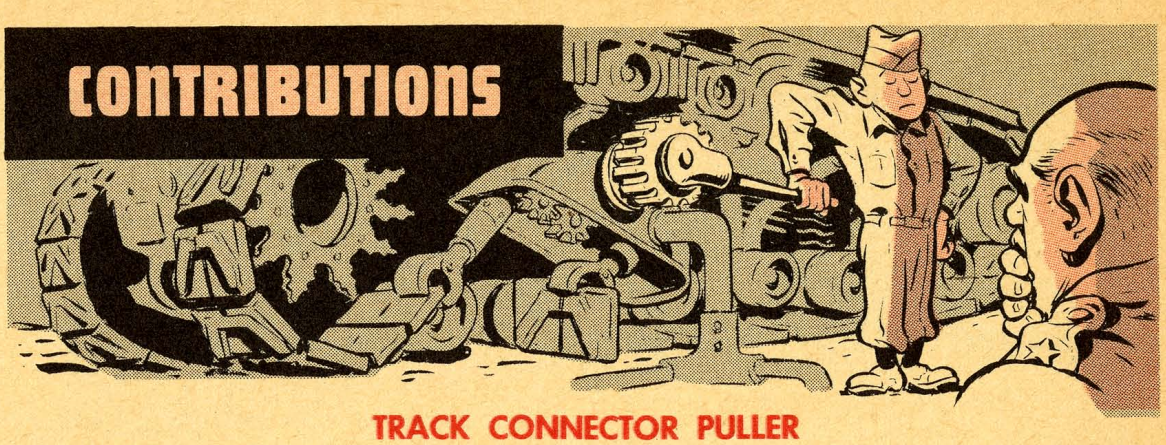
SAFELY ENGAGED

The Six-244 Graymarine engine, used on bridge-laying boats of the 19- to 27-foot class, often isn't given a fair starting chance by some people—which makes for nasty results.

Like all other marine engines the Model Six-244 needs its clutch engaged immediately after the engine's started. And the clutch must remain engaged until the engine reaches operating temperature—otherwise the reduction-gear pilot-bearing is gonna be shot.

If the engine's raced with the clutch disengaged, that pilot bearing's gonna take a beating, you can bet on that.

CONTRIBUTIONS

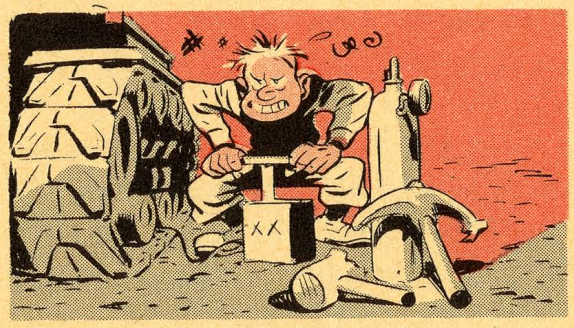


TRACK CONNECTOR PULLER

Dear Editor,

Guess you've heard plenty of rumbling about the time, effort and money wasted in jousting with stubborn track end-connectors.

Seems that track jacks that'll pull a tough one have a way of getting scarce like Bong trees in Brooklyn. Then likely the sledge hammers start swinging, and maybe the melee winds up with cutting off the connector with a torch. Which is just more money down the drain.

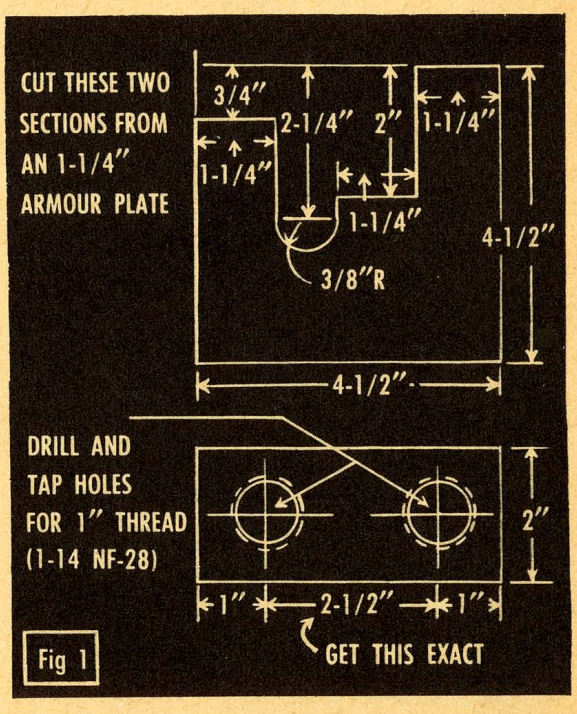


Wouldn't one good answer to the problem be a puller that can be whomped up in the field, quick and easy, when and where it's needed?

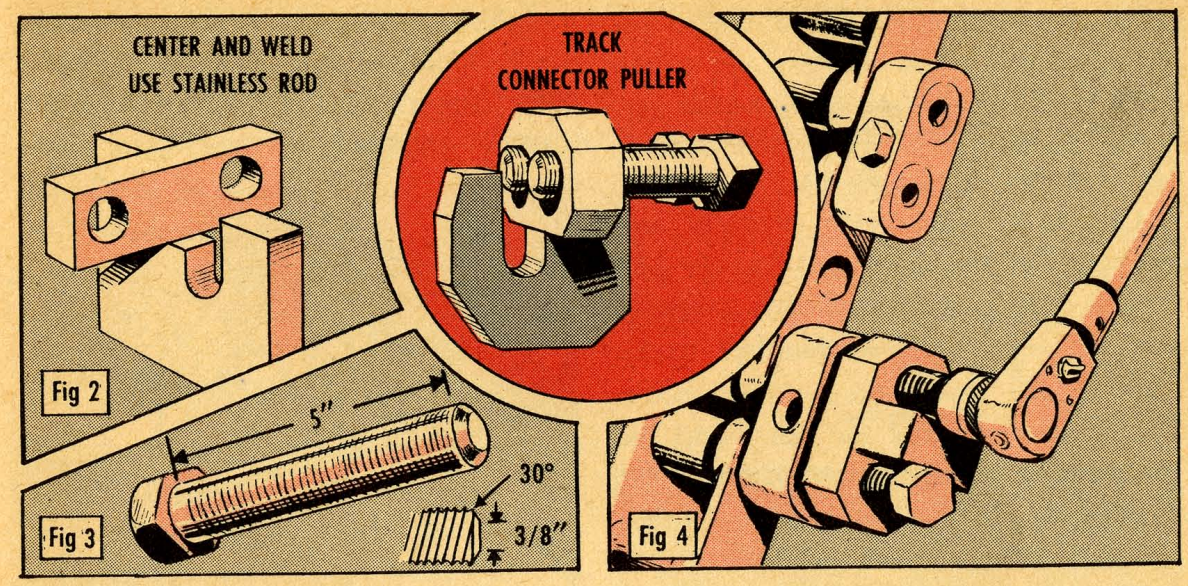
Here's one that's simple, compact, inexpensive and easy to make. And it works on any of the medium tank end-connected tracks. Most every tank yard could use at least one.

All that's needed is a slab of 1-1/4-inch armor plate, two bolts and a little cutting, threading and welding. Ordnance support outfits could whip 'em up like this:

1. Cut the two sections, with dimensions in Fig 1, from a piece of 1-1/4-inch armor plate (alloy steel, if y'can find it).



2. Drill and tap holes (Fig 1) for two 1-inch bolts. Get the 2-1/2-inch distance between centers as exact as possible.



3. Weld the two sections together (Fig 2).

4. Grind a pilot at the end of each bolt (Fig 3).

Use standard issue hex-head steel bolts 5-inches long (Ord Stock No. H001-0116449) if available. Or 5-1/2-inch length (H001-0420674) is OK. Good idea to run a nut on the bolt before grinding the pilot; backing it off will straighten out any threads that might get banged up by the grinding operation.

To use this tool for its intended purpose, you just take out the connector wedge, hook in the puller where the wedge was—with the bolts pushing against the track-pin ends—and screw away (Fig 4).

The pilots will engage the center holes of the track-pins and keep the puller from crawling. A little graphite on the threads and pilots will make the turning easier.

As you run the bolts in, alternate between them so as to keep the connector coming off straight. Big advantage of the pusher bolts is that you can allow for a difference of tightness of the connector on the individual pins—and avoid the binding effect of applying equal pressure to both pins (like you get with the standard track jack).

Just pulling won't always be enough. On a real tough job you may have to shock it some, too. Screw the tool down good and tight for a straight pull, then bang the connector sharply with a hammer. It'll usually jump right off.

Most any kind of wrench can be used on the bolts, but the best deal's a 1-5/16-inch socket with 3/4-inch drive ratchet or breakdown handle.

The Maintenance Gang
Aberdeen Proving Ground, Maryland

(Ed Note—Looks like a neat solution for what can be a costly, irksome bottleneck in track maintenance. If anyone hankers for a more artistic job, they might knock off the sharp corners—except on the inside surface of the hook, o'course.)

NOSE FOR HOSE

Dear Editor,

While in Korea I picked up a good idea I'd like to pass along.

On equipment with straight air brakes, like on the large trailers and 10-ton trucks, we found that every so often a relay-valve-to-chamber brake hose would crack. Our supply room didn't always carry the part, and we didn't have the equipment to repair the broken one. So, we needed a substitute to keep the vehicle off deadline.

We had some broken trailer hoses. They are the same diameter as the brake hoses, and with its quick-disconnect off, the ends are the same, too.

With one end ready for use, cut the hose for length, being sure that the piece you select is OK. Then take the nut and spring from the broken brake hose, and slip it on the end of your new piece. Now put the ferrule on, leaving about 3/8-inch of hose on the end. And with a pair of pliers, squeeze it so the nut will slip over it (Fig 5). Presto—a hose is born.

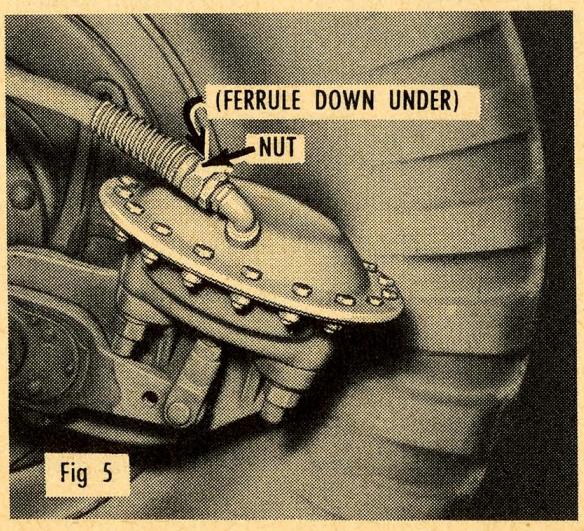


Fig 5

You can reuse old ferrules by taking a screw driver and gently prying its fingers open (Fig 6). And long hoses can sometimes be made into two or three short ones.

James H. McKinnell
Ft Hamilton, New York

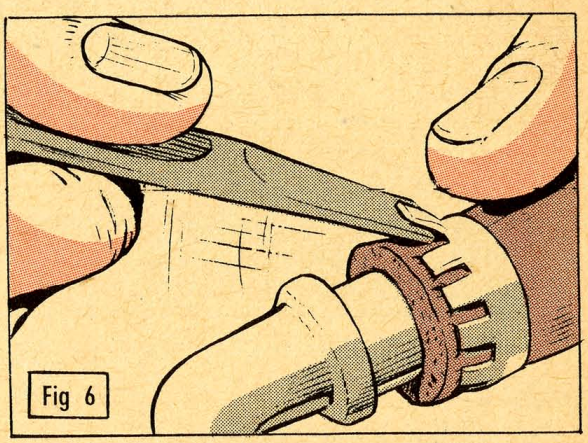


Fig 6

(Ed Note—Not bad in a pinch. But check with supply first. They may have the part you need.)

WHICH WAY TO TURN?

Dear Editor,

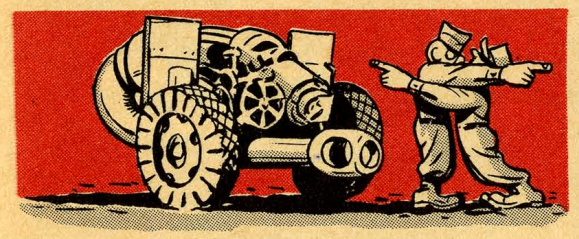
We were out on maneuvers towing a brand new 155-mm howitzer, when plop, bang—off came the howitzer's left wheel.

When we checked to see what did it, we found its hubs were on wrong. The left was on the right and vice-worser, so that the wheel locking-nuts had loosened up instead of tightening as we rolled. We checked other howitzers and found the same was true on some.

By exchanging the hubs for each other, we soon had the stud threads twisting in the right direction.

Cpl Steve Barber
Ft Meade, Maryland

(Ed Note—What makes it confusing is that the manufacturer usually installs a hub so that its stud threads turn toward the front of a vehicle. And in



the case of artillery, the gun muzzle is called the front. But artillery gets towed backwards, with the muzzle pointing toward the rear. That puts the right side left and the left side right—makes it hard to tell left from a hole in the ground. To set those hubs straight, their stud nuts should tighten in the direction of the trailer lunette—starting with the wrench handle at the top of its circle. But even if the studs are turning the other way, the wheels shouldn't roll off. Tests show that if the wheel's centered, and the stud nuts tightened, it'll stay put—regardless of how the threads face. In fact, during overhaul, if a shop doesn't have the right or left stud needed, it uses either rather than put the vehicle on deadline. So whether or not your nuts twist toward the front, the wheels'll be with you if they're put on right.)

NONE OF YOUR LIP

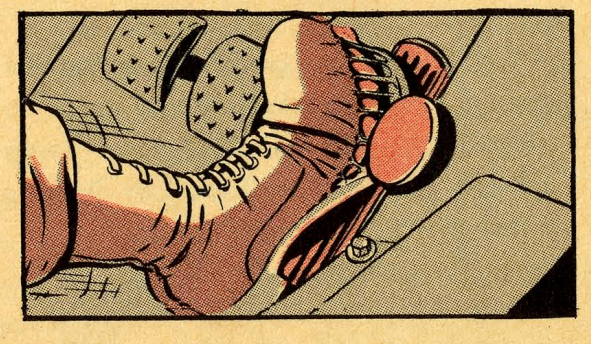
Dear Editor,

It wasn't the first time I put my foot in it, but when I couldn't take it off an M38's accelerator pedal—brother, it had me going.

The trouble is that the gas pedal's too close to the brake pedal. And it's too easy to catch the sole of your shoe under the foot-rest when you push the accelerator 'way down.

What I suggest is put some weld under the foot-rest, tapering it down toward the floor. This'll let you raise your hoof, and your shoe won't get caught under the foot-rest's lip.

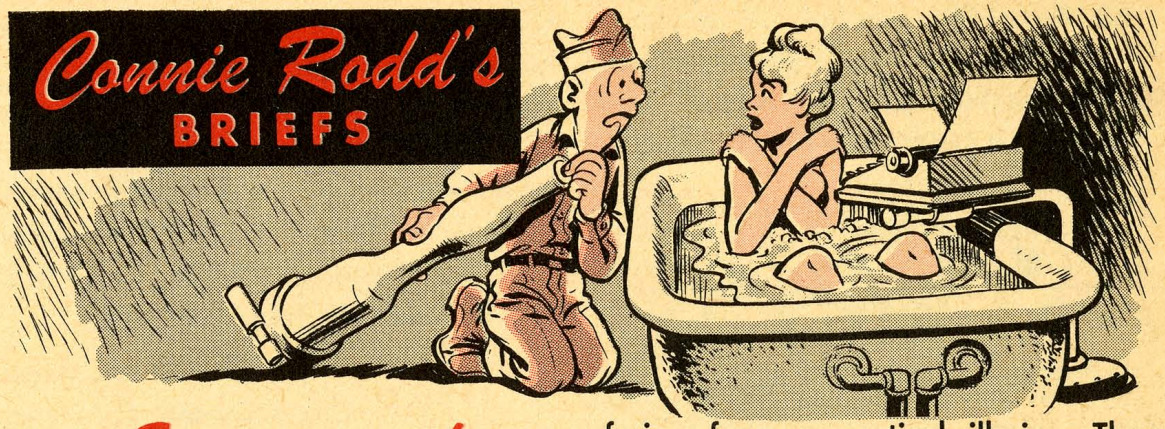
PFC D. R. Geaman
Camp Carson, Colorado



(Ed Note—Tapering the foot-rest would let you slide your size twelves back to safety. But if the rest still proves to be a hazard, why not remove it? Fill the hole it leaves with Screw, cap 5/16-inch x 5/8-inch, Ord Stock No. H101-0216284, and Washer, plain 5/16-inch ID Ord Stock No. H001-7045561. The later M38A1's did it. The A1's also solved the accelerator-brake pedals problem—by spacing them farther apart.)

HALF-MAST IS WAITING

Sgt Half-Mast is waiting to hear from you—if you've got an idea or problem on maintaining your equipment. Just bat out a note on a post-card or letter today and mail it to him—**Sgt Half-Mast, c/o PS Magazine, Aberdeen Proving Ground, Md.** He won't tell a soul you wrote him, but he'll sure give you some help.



Setting re-set!

Official engine governor setting for your 5-tonner trucks is going back to 2800-RPM—like your TM says. Keep an eye peeled for Technical Bulletin 9-837-6.

Guard that glass

If your M18 reflex sight on your M45 .50-cal. guard mount has no guard around the reflector you'd better see MWO Ord F242-W1 right away. Keep you from ending up with your glass in the sling.

Short-round stop

If your M1919A4E1 machine gun doesn't have its short-round stop like all the other .30-cal. jobs, you've got one coming. Your Ordnance outfit will do the job for you. The 'E1 got left out of MWO Ord A6-W14.

Issue tissue only

Man, if you've got the idea you can clean lenses on sighting equipment with commercial eye-glass tissues you're suffering from an optical illusion. They scratch the coating. Stick to the GI lens tissue.

S'no hat rack

May be nice to feel at home in your tank driver's compartment—but take care where y'hang your hat. That tank gear-shift lever's no rack for helmets, canteens and such. Wanta jimmy a spring or lever—maybe hit reverse when you're aimin' for low? Keep the gear shift clear of everything but your lily-white mitts. It'll save transmissions—and teeth.

Hot check's best

With the 30-weight oil in your GMC Hydra-Matic transmission, it's best to check the oil lever after a day's run. When the oil's hot it'll give you a truer reading 'cause it finds its level better.

Breech—a promise

Faulty breech interlocks on the T83E6 and T83E7 Skysweepers are going down the drain, along with TB 9-3027-1 (10 May 54). Keep on the lookout for MWO Ord D48-W2. It'll cancel the TB and turn the interlock into a one-piece job.

Troublesome cracks

Some guys have been complaining about cracked windows in their vehicles. Unless the channels holding the glass are in serviceable condition, windows are easily broken. Slamming is another big cause of smashed sashes. When you slam the door hard while your window is rolled down, don't be surprised if you roll up little pieces.

Take a second look

Those 5-ton, 6x6, trucks, equipped with a winch, call for a second look when you reach for the power-takeoff control-lever or the transfer control-lever. Late models have these controls switched. The transfer control-lever's next to the drive's leg instead of the PTO being there. This so's you won't be kicking the winch in gear with your size twelves.

Spark of life

Here's a hot one. When it comes to spark plugs, the M38 and M38A1 1/4-ton trucks use the same one. Its stock number is H004-8357724. Gives less pang to the Jeep's ping.

A clean torque

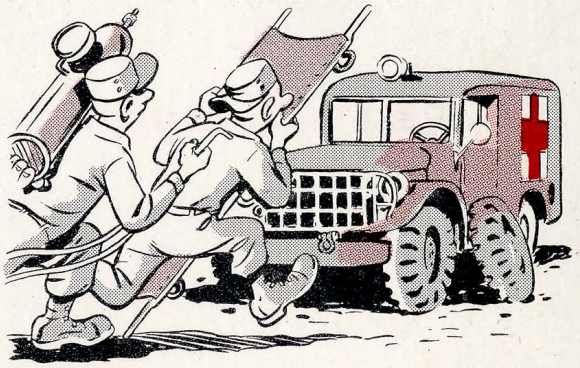
If you want an accurate reading when using a torque wrench, you gotta have free-running, lubricated threads. Threads that're gummed up, buggered or rusted can stew your turkey. So—before torquing, clean 'em and oil 'em.

A driver's best friend

Yep—brakes are the driver's best friend. You gotta be kind to 'em, tho'. Check over those hydraulic line connections to see that you're not losing fluid. Otherwise, you'll be a friend in need.

Ambulance needs help

If the hinge on your M43 ambulance's spare-wheel carrier cracks at its weld, it's probably because the weld's fusion area's too small. Reweld it with a larger fusion area to spare your spare.

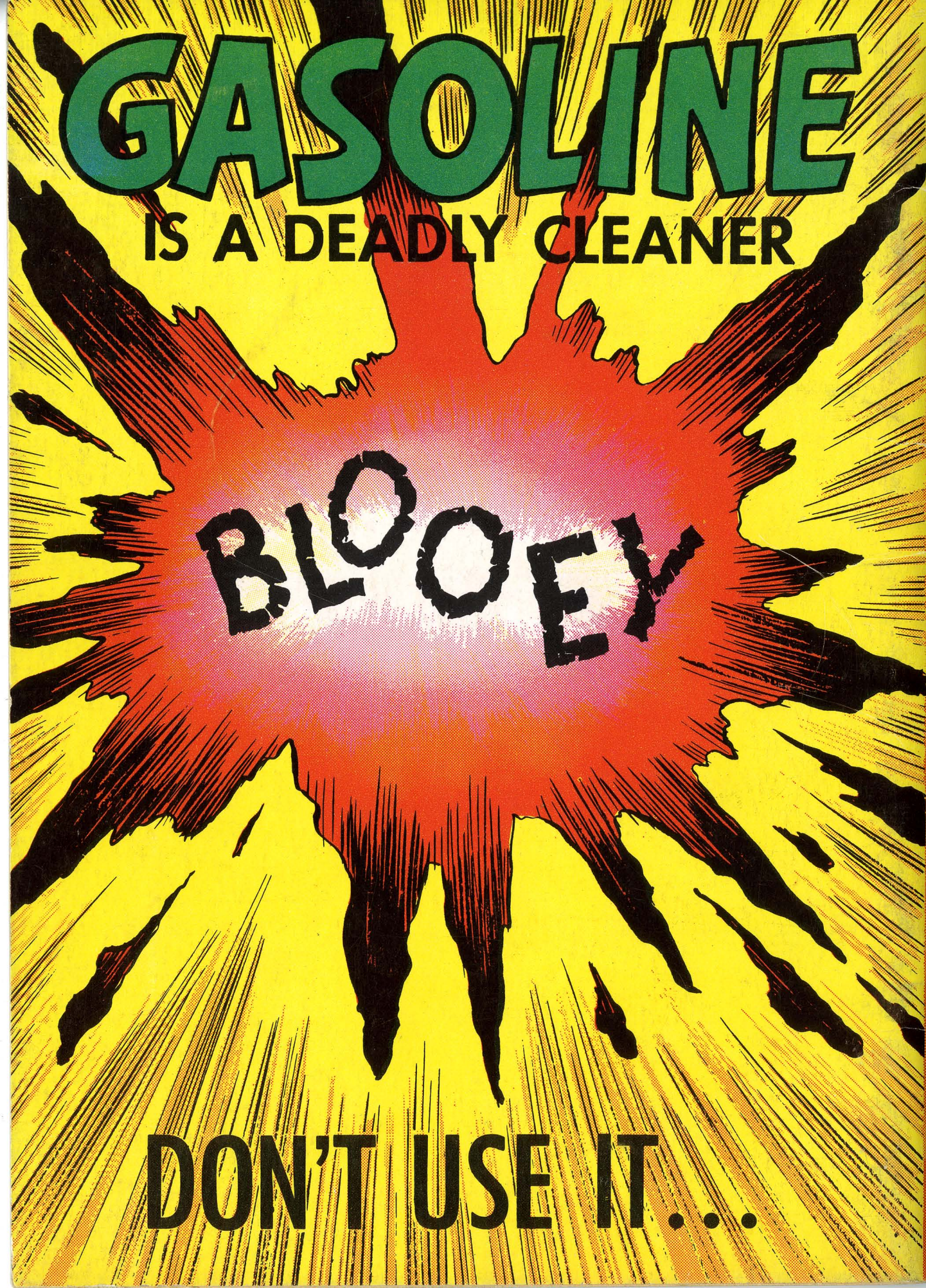


Radiator grill liner

A good substitute for the liner on top of the radiator—the one the hood rests on—is a worn-out fan belt. Turn the belt upside down and split it to the thickness you want. Lay the wide side down against the radiator grill and rivet it in place. It works fine.

Using your eyes

If you're using the M33 acquisition azimuth-drive tie-down eyes for guy-wire anchors—you'll tear 'em loose. You only use 'em to tie down the drive unit when it's loaded in the trailer.


GASOLINE
IS A DEADLY CLEANER
BLOOEY
DON'T USE IT...